messing about in BOATS

Special Features This Issue

"Sodus Bay Classic Boat Show"

"Adventures at Ibera Lagoon"

"Rejuvenation of a Bahamian Dinghy"

Volume 25 — Number 10

October 1, 2007

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In This Issue...

On the Cover...

John Lockwood in one of his own design Pygmy kayaks comes face to face with a South American caiman while on a six-month holiday trip in South America with his daughter, Freya Fennwood, who tells us more about this exotic paddling adventure in this issue.

Commentary...

Bob Hicks, Editor

Frequent contributor Mississippi Bob Brown, who lives in the greater Minneapolis, Minnesota, area, recently sent us a feature news clipping on boating in that state from the *Minneapolis Star Tribune*. While it was focused on the boating scene in that state, it included some interesting information about what has been happening in boating over the past 15 years.

Minnesota ranks #1 in the nation in number of boats per capita, 853,000 were registered there in 2007, one for every 16 people. And despite its smallish population of four million, the state ranks #4 in total boats registered behind Florida, California, and Michigan. While we're at this ranking thing, the next four highest ranking states in boats per capita are Wisconsin, South Carolina, Michigan, and Iowa. Not where this seacoast editor would think to look for boating to be the most popular.

Closer examination of the Minnesota figures reveal, perhaps, why they have so high a percentage of population owning and operating boats. In Minnesota all boats over 9' must be registered. Thusly that 853,000 total includes 146,256 canoes, 25,917 kayaks and 14,258 non-motorized sailboats.

Mississippi Bob remarked in his letter that, "The number of kayaks is only a fraction of the number of canoes. This fact really surprises me as I am seeing five kayaks for each canoe I see being used. I think that a lot of canoes are out there killing grass in someone's backyard."

Another new category (along with kayaks which also were thin on the water 15 years ago) is the PWC, there were 46,161 on the water in 2006.

How about rowing craft? Not mentioned. This raises the questions, are there any, and if so how are those over 9' long regarded by Minnesota's all encompassing registration program? One wonders how the state got away with sweeping all the non-powered boats into its registration program. It is more common to find that registration is required only for boats with motors, analogous to motor vehicles on the highways.

Some other interesting figures come from this news clipping. In Minnesota the number of boats under 16' (206,043) dropped 25%. Boats from 16'-25' (383,880) increased 58%. Boats 26'-40' (7,906) increased 52%. Non-motorized sailboats (14,258) dropped 38%. Unpowered and powered canoes (146,256) increased 5%. And the new types on the scene since 1991, kayaks (25,917) increased 891% and PWCs (46,161) increased 512%.

The article goes on to point out how the trend has been to bigger and more powerful boats. One high end owner singled out has a 40' "home on the water." He is not fazed by the $4 a gallon fuel cost for his twin 454hp engines as, "he doesn't motor far in his boat." It's sort of mobile waterfront property in which he and his family depart from the marina only to anchor off and raft up with friends nearby. "The whole scene becomes your social life," he is quoted as explaining.

Fishing is the enthusiasm driving a major part of the under 16' boat category, although recent figures show it has declined. A survey revealed that in 1986 in west central Minnesota fishing absorbed 71% of these boaters, since dropped to 47% in 2006. The "once ubiquitous" basic 14' aluminum fishing skiff has disappeared, replaced with 18' fiberglass craft powered with 100hp outboards.

Enough with the numbers, they do serve to confirm what most of us have noted who have been messing around in boats for a while. More bigger boats with more bigger motors, often two or three on the transoms. The economic and political clout goes where the money is spent and so it is the motorboat folks who increasingly will call the tune about how recreational boating will be treated. Despite the erstwhile pleas of the environmentally concerned the obvious trend, as in all our consumerism, is to larger, more costly toys consuming ever more petroleum products.

I keep coming back in my own mind to Minnesota requiring all boats under 9' to be registered. To me our small human powered and sail powered boats are like bicycles on land. What is the purpose (other than raising more money for funding enforcement) of requiring registration fees from our innocuous craft? One proposal a year or two back in Connecticut was to have big ID numbers on all those kayaks paddling along the shore past all the costly waterfront properties, no doubt casing them for future break-ins. It failed to get enacted, but only because the small boat folks got to the state house in time to testify against it.

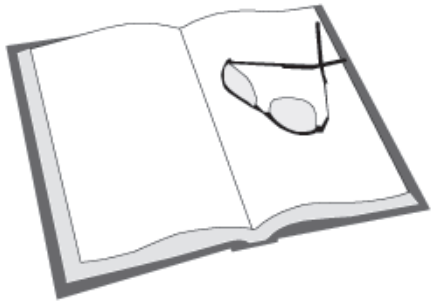
Ah, yes, society's pressure for ever more government control over what we do goes on. The recent USCG proposal to require IDs for all recreational boaters as a means of protecting our shorelines from terrorist attack is not dead, it's hanging around still letting the initial opposition fade away before slipping it through into law. This is the next step, no longer would it be sufficient for all the boats to be registered, now the people owning and operating them would be entered into those fast growing computer lists of people to be checked up on if and when something perceived as threatening to our society occurs.

The trade-off increasingly taking place of increasing collective security by decreasing individual freedom goes on apace. Enjoy what personal freedoms we still have while we still have them.

Domino
The Eskimo Coast Disaster

By Maura Hanrahan
Flanker Press 2007 – $16.95
PO Box 2522 Sta. C
St. Johns, NL A1C 6K1, Canada

Reviewed by Ron Mclrvin



Book Review

The coast of Labrador north of Cape Charles was referred to by Newfoundlander's in the 1800s as the Eskimo Coast. Cod in great numbers used to enter these coastal waters during the short Labrador summers. Fishermen in small boats went after these fish with the men catching the cod and the wives cleaning and curing the catch. These fisherman and their families were termed stationers and were transported north from Newfoundland to the Labrador coves and bays by small sailing ships. Ragged Islands, Long Tickle, Whiter Bear Islands, Domino, and Black Tickle are the names of some of the fishing sites where the stationers lived in small shacks and worked out of for the summer.

This is a true story of events occurring in the year 1885 at the Labrador cod fishery and the effects of a devastating storm on the fisherman, their families, and long term effects to the fishery.

The book's events are all true but the author tells the story in the first person through the eyes of two young girls who work for different stationer families. Hannah Dyson of mixed Inuit-British blood lived in Domino, Labrador, and Georgia O'Neill, a shipped girl from Grates Cove, Newfoundland, are based on two real people taken from the historic record. There are two main male characters (actual people); Captain William Bartlett, skipper of the schooner *Panther*, who plays a central role in rescuing many of the stranded after the storm, and Robert Munn, a Scotsman who was head of John Munn & Co., who was one of Newfoundland's most successful merchants in the North Atlantic fishing business.

It was basically a hard lot for the stationer fishermen and their families, beginning with the trip north in the hold of the sailing ship along with the cargo. They worked from dawn to dark fishing, cleaning, and curing the catch, and then on the trip home, usually in rough water, they were seasick in the hold of the ship for as much as a couple of weeks.

In June 1885, at the start of the season, a severe gale pounded the Newfoundland northeast coast damaging several ships such that some could not make the trip north to Labrador. It was a poor start and some thought it was a warning, but the majority of the stationers made it to Labrador to their stations in time to meet the cod. Fishing started slowly in 1885 but by the end of July the cod had arrived in large numbers and the stationers were hard at work catching and putting up the catch.

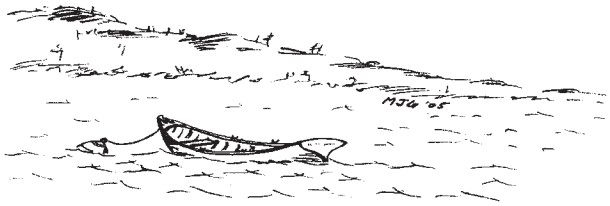
At the season's end and prior to sailing south on the morning of October 11, 1885, the barometer dropped, the wind picked up sharply, and the seas increased in height. A fierce storm from the north-northeast built rapidly and snow started to blanket the ground. The storm built in intensity all that day and during the night.

On the second day, with the storm continuing unabated, several of the ships, which were loaded to leave with people aboard, were badly damaged and some sank. Lives and precious cargo were lost. One of the main characters is drowned trying to make it to shore when her ship broke up, her body was never found. Finally, on the third day, the winds began to calm.

October 19, 1885, a week after the storm had caused shipwreck, havoc, and tears along the Eskimo Coast, the damage totaled 66 ships wrecked and over 70 deaths, many women and children.

The storm caused severe economic loss to the station fishery, both fishermen and fish companies, which had been on shaky ground even before the 1885 disaster. Today the fishery does not exist.

Maura Hanrahan tells the story well of real people who worked very hard for not much gain and who were punished severely by terrible weather but did their best to save one another and keep going. The book has 221 pages and includes 20 pages of interesting photos.



By Matthew Goldman

From the Journals of Constant Waterman

The year winds down. The moon has just passed full, the weather grown lovely, albeit seasonal. Friday morning the perigee high tide ran over the retaining wall and flowed beneath our shop. I could have sculled the Whitehall over the wall and into the parking lot. Would have saved the effort of dragging her out at the launch ramp but I figured Ezra and Melati might want to go rowing next week. Afterwards they can help me haul her and stow her safely at home for the worst of winter.

Perhaps we can row her with two sets of oars, with someone seated in the stern for trim. A jaunt up the Mystic River would be a good outing, perhaps six miles round trip. We could cut behind Mouse Island and be in the river mouth in a matter of minutes. Both the railroad bridge and the little bascule bridge above it have plenty of clearance for boats that haven't a mast. Strange to think, I haven't been out in a mastless boat for months and months, not since I took my kayak up the Wood River. How the ratcheted days escape, click by inexorable click. Seems it was only yesterday that I was young and handsome.

The bascule bridge in the village of Mystic constitutes part of the post road that runs the entire length of the East Coast. On the east shore of the Mystic River lies the town of Stonington, my hometown now these past two weeks. On the west shore lies the town of Groton. So the village of Mystic spans two towns as well as a little river, but no one takes it seriously except town councils and building committees and tax officials. But to us common mortals, who cross the bridge a half dozen times a day, it makes no difference.

Just above the bridge, on the Stonington side (our side, of course) stands Mystic Seaport. Above that the river spreads out and shallows. In Old Mystic, two miles north, it forms an open marsh which beckons to my kayaking blood to explore. In the village center the river narrows to no more than a stream and passes beneath a little bridge that once again separates Groton and Stonington, for all and any who care.

I'm sure I could paddle the length of the river in two hours. Perhaps I could even commute to work by kayak. Hmmm. Haven't done that in 30 years. Coming home might prove just a little arduous, especially the last bit through Old Mystic. The river here scarce covers the stones and spreads but a few yards wide.

I ought to look for the source of our river, track her to her lair within the forest. Every river, no matter how imposing, has a source that's no more or less than a rivulet, a spring welling up among some mossy stones in some shady wood.

Just so, each of us springs from the merest droplet and we merge with others and run and spread and make our ultimate way to the great Earth Sea in which we lose our identity and become as one with all the lives that have been. Every time we paddle the length of any stream or river we replicate the journey of our souls. Your boat is no more than a droplet to the stream. In our youth we swiftly surge and tumble and bound with a reckless exuberance. Our frail craft retains the numerous scars of our collisions.

Once we clear all the rocks and rapids our pace decreases, yet our perspective broadens, as does the river. We aren't so much in jeopardy of capsizing as at risk of drifting, apathetically, aground. Nevertheless, inexorably, we are carried in one direction, into the future. Willy nilly, on and down, week by week, by day, by night, by season, year, and decade. But I prefer this to the alternative, to have all come to a stark and breathless halt. Don't put down that paddle!

Once you leave the river mouth be sure to hoist your sail, you're off with a freshening breeze abaft the beam and setting a course for forever, or as much of it as will fit between today and your demise. There's not a moment to lose. This breeze may not be propitious after a while. The doldrums may descend and leave you to wallow among the swells. Or else a gale may drive you to the bottom. Keep your hand on the helm.

Seize not only the day but the night as well. Choose a star and follow it. Don't wish upon it, follow it. Be assured, its light will outlast your journey.

You write to us about...

Activities & Events...

North Shore TSCA Schedule

The Traditional Small Craft Association of the North Shore (Massachusetts) meets on the second Wednesday of the month at 7.30pm at the National Park Service Visitors' Orientation Center on the foot of Derby Wharf, Derby St., Salem, Massachusetts. All are welcome. Free.

October 10: Brent Dibner from the *Luna* Preservation Society will speak about the preservation and restoration of the historic diesel/electric tug *Luna*. Brent is well known in the tugboat sector of the commercial maritime industry. *Luna* is a National Historic Landmark.

November 14: Mike Jeness from Team Saquish will talk about building a traditional gig to the international standard. He's built other gigs and Team Saquish is a force to be reckoned with on the gig racing circuit. The gig being built will be the first in this country to meet the international standard.

December 12: Phil Bolger and his wife and partner Suzanne will speak about their ideas for "green" multi-species fishing vessels. The subject has been discussed as an ongoing series in "Bolger on Design" in *MAIB* since the July 1 issue, and *National Fisherman* has given them good coverage for this and political and economic support continues to grow.

January 9: Marty Krugman will speak about the years long restoration of the schooner *Adventure*. *Adventure* is a National Historic Landmark and is now almost entirely rebuilt. She was the last dory fishing schooner out of Gloucester and was a highliner. Thousands of fishing schooners were built in Essex and now only a handful remain. This vessel has great significance for us.

February 13: Harold Burnham, the builder of the schooners *Thomas Lannon*, *Lewis Story*, *Fame*, and *Isabella* will hold forth about something. Harold's vessels have been on the cover of *WoodenBoat* magazine three times and he is always a terrific speaker.

March 12: Nat Benjamin from Gannon & Benjamin on Martha's Vineyard says he'll show up if he's around. Gannon & Benjamin are also prominent in the boat building industry and their work is highly regarded. Of particular local interest is their rebuilding of the schooner *When and If*, which was General Patton's boat. The Landmark School (for learning disabilities) used her in their seamanship program for many years before she was driven onto the rocks in Manchester, Massachusetts. If Nat's not around we'll pull something out of the hat.

April 9: Boatbuilder and furniture maker Nathan Rome will bring his Kingston Lobster Boat. If it's anything like the Columbia dinghy that he built it will be superb. This is a wonderful type of boat.

May 14: Henry Szostek will bring *Rufus T. Firefly*, the latest recreational rowing shell that he's built. Henry usually announces the speakers so we'll get to see if he can announce himself honestly. This is the last scheduled meeting of the season.

Paul Schwartz, Beverly, MA

Adventures & Experiences...

Never Say "Never"

I suspect we all have said that at one time or another. I bought my first sailboat almost seven decades ago. She was a 12½' semi-V-bottom wooden cat boat. Someone told me she was a Black Cat. I have never heard of one since. My mother took the only picture of her. I think she was sold when I was in the Pacific in WWII.

After the war I continued my education and began sailboat racing, even owned a wooden Star boat for a year. With a growing family and still sailing occasionally, I bought a wooden Snipe and two wooden Turnabouts to teach my children to sail. I continued to race in Snipes, Lasers, Banshees, etc. and eventually bought a 32' Swedish-built Albin cruiser/racer. All these boats were constructed of fiberglass.

About a decade ago I started downsizing to smaller fiberglass boats. Last year I came across a pretty 14½' Bahaman Dinghy. She is a wooden boat and was built over four decades ago in the Bahamas. After sailing her last fall I had a long list of changes I wanted to make while retaining her original characteristics and character (these boats originally were work boats). I began a restoration and repair project this last winter in an unheated boat shed. The list is not completed but it is time to go sailing. The first part of her story in featured in this issue.

Oh yes, I said I would never own a wooden boat again. Aha!

Ralph G. Eldridge, Charlestown, RI

Keeping Sailing Before the Public

After reading your "Commentary" column (August 1 issue) it reminded me of some pieces you had printed a few issues ago, maybe one or two months before. These were personal comments on why we go sailing. One, I think, was by Dan Rogers, I could be wrong on that. What impressed me about them was the underlying feeling I got that a generation was passing away. They wanted to pass along sailing to the next generation so they were writing to them why. It was somewhat like an old guy rocking in his chair on a Vermont waterfront, telling tales to a young boy holding a model ship.

After reading about the Gardner Workshop it occurred to me we're in a new century and the great sentimentality of square white sails under a blue Polynesian sky may be leaving with us. Boats were a connection to our past for men which were both sentimental and adventurous. I can remember, many moons ago as Hiawatha says, bringing ten dimes to school in Tampa, Florida, to help restore *Old Ironsides*. I was in the fourth grade but I still remember fingering each of the ten dimes in my blue jeans pocket over and over to make sure they were all there.

While the original impetus of Gardner might be no longer there, let's not give up. The Red Sox did become World Champions, you know. The younger generation may have to relate to sailing through apprenticeships on tall ships, through family boat building, and the remaining industries of the sea. Fortunately there are ships doing charity work around the world. The sea has always been a border and an entrance.

So I'm going to try to keep sailing before the public by starting a series in *Under Ten Feet* on tall ships and the museums which care for them. I've been to the San Diego Museum. They support the *Rose*, from *Master and Commander*, as well as the topsail schooner *California*. They have the best museum publications I've ever seen. They don't have a small boat collection or boat building school but they have resources and great interest in tall ships.

Seeing the Norse boat on p.15 of that August 1 issue made me think that the Gardner might propose a show of local amateur builders replicating historical boats from around the world. A 15' Viking ship, a 12' *America*, or square rigger. There are so many amateur builders in your area who do magnificent work and it might give a young designer a new project. I think it'd be awesome to have a high school boy or girl design and build an imitation pirate ship, or a Colonial revenue cutter like *Providence*, or Hornblower's ship *Indefatigible*. They could call the event "History Sails In" or something better.

For instance, take Bolger's Pointy Skiff. Rig it to sail with an imitation of the gaff main and small square sail and headsails of *Providence*. Or take June Bug and give it two short masts with small square sails on them to imitate a tea clipper or *Constitution*. The topsides could be cut a little higher to make a raised deck, cut out squares for gunports for guns made of tapered broom handles, put in some nylon ropes as ratlines, and paint a raised stern as in a galleon. There could even be a race, but no shooting competitors out of the water.

Paul Austin, *Under Ten Feet*, Box 670849, Dallas, TX 75367

Information Wanted...

More About Stits Method

I found Peter Osberg's article in the May 15 issue, "British Columbia Beach Cruising by Freighter Canoe" to be fascinating in every respect. I can tell when an author's words really grab me, they make me want to go out and build that boat described to try that kind of adventure!

Although he Mr. Osberg did describe his "bastardization of the Stits aircraft fabric protocol for fabric-covered home-built aircraft," I would really welcome a more detailed article, with pictures, of the method he used. I have not been able to find much about the Stits method, even with the help of the ubiquitous search engines.

An article also about some of his adventures in the two decades he's been using these boats would certainly be more than welcome! I have tried my hand at writing articles for a couple of magazines and understand the effort involved. I think we are beyond fortunate and extremely lucky to have you at the masthead, Bob, ensuring these articles get to those of us "messers" out there.

I read every *MAIB* issue cover to cover when I get it and am actively working on assembling all the back issues because the stories and articles are just as good ten years later on a third re-read as they were when I first read them. Keep up the good work, it is certainly most appreciated,

P.M. Leenhouts, Port Ludlow WA

What's Boat is This?

Here are some photos of a boat I saw up in Stanley, Idaho. We've started an "Adopt a Lookout" program out here, trying to preserve the old CCC built fire lookouts in the region. At a recent project I met Bob Goodman, who told me of this odd boat he'd bought at a yard sale in Cascade, Idaho, so on the way home I stopped in for a look.

She's built like a traditional canvas canoe (Old Town or such) but she has a wide oak transom with lots of tumblehome. The stern looks to be original, not just a modification. She's clearly built for outboard power, like the bigger freighter canoes.

The previous owners thought she was built in Maine and the number "1904" was found burned into her skeg. If that was, in fact, a date then this boat might have been built for Ole Evinrude's first motor. And she might be an ancestor of the Grumman Sport Boat which Robb was so fond of.

We're wondering if anyone can tell us more about this craft?

Steve Axon PO Box 501, Challis, ID 83226, shlkaxon@yahoo.com.

12' Stitch-and-Glue Project

I have an interest in building a kayak that is somewhat wide beam, 12' long, a large cockpit with a deck and built stitch-and-glue style. I want to use the kayak for fly fishing. I would mostly be trolling with a fly. I can't locate such plans. Do you know if there are any boat builders out there who have such a kayak with complete building instructions and material list? Maybe like a decked Rob Roy that I saw in *Rushton and His Times in American Canoeing* by Atwood Manley.

Vince Leech, KAYAKABC@comcast.net

Opinions...

The Bifurcated Bow

On p.11 in the August 1 issue there is reference made to the bifurcated bow on a baidarka and an attempt to equate this to greater efficiency. Quite frequently we hear of this native "invention" and reference made to the increased possibility in speed with regard to kayaks.

During WWII the addition of an underwater bulb on a bow for use with sonar was noticed to have the ability to plow up water, effectively increasing the waterline length of a displacement vessel with a corresponding slight increase in speed. In today's world we see bulbous bows placed below the waterline in large, powered, displacement vessels used as freighters, tankers, and fishing vessels. An underwater bulb placed on a kayak would probably increase its speed a bit but would also make the vessel less directionally stable in use.

I have been building kayaks since 1948, have lived in coastal Alaska for roughly 40 years, and have talked with a few natives who still show mild interest in kayaks. In most cases, the use of unusual bow shapes had a lot more to do with various affectations related to making parts of those vessels look like fish or animals than doing anything for efficiency or seaworthiness.

In one case, a type of kayak from the outer region of the Aleutian Islands had a small opening made to look like the mouth of a fish. Said mouth would often get clogged with floating trash so it was stopped or protected with a bit of sinew to keep this from happening. In other regions a complex bifurcated bow was made to look like a sea otter, hunched over and eating parts of a clam, in profile.

In both cases the underwater part of said bifurcated bow was thought by educated white men to greatly increase the speed and efficiency of said vessel but in reality it did not. Today we fortunately have GPS units and heart monitors that can be used to verify whether one type of hull modification or another will help increase its efficiency.

Bifurcated bows continue to be built with great zeal and affection by students of native lore. In reality they add greatly to the complexity of construction but they do not and will not add anything to the efficiency or seaworthiness of a vessel unless a large lobe is placed in such a position where it plows up a bit of water ahead of the vessel. If anyone would care to pursue this in conversation I invite them to do so.

Mark White, Box 391, Pelham, AL 35124 or Box 8703, Kodiak, AK 99615, (205) 999-0416, Silenceio@wmconnect.com

Kill Switch Might Be Better Answer

In your August 15 Commentary on boat safety you remarked, "how all outboard props should have cages around them to keep them from chewing up their owners." While I wouldn't mind having such a thing myself, I hate the idea of requiring such a thing since it would probably be expensive. If we were to require a safety device the simple and cheap KILL SWITCH might be a better answer. I'm not a fan of over-regulation but I could stomach a $10 switch being on the list of required equipment. Of course, it isn't foolproof, but nothing is, and no law can make it so.

Rob Rohde-Szudy, Fitchburg, WI

Projects...

Built a One-Sheet Dory 25 Years Ago

I noted with interest and pleasure the letter describing a one-sheet dory from Bob Dalley in the August 15 issue. I built one myself some 25 years ago from plans drawn up by Bill Hodgdon, 11 Park St, Eliot, Maine 03903. Its plan was reprinted in *The National Fisherman*, October 1980, pp.95-96 with photo. I enclose a picture of my "ship" (7'9" long) built for Lance Lee's (of Apprenticeshop, Bath, Maine, fame) son Bjorn ca. 1980. The photo shows Bjorn "lobstering" at an early age in front of Lance's "driftwood" home on Green Island, Maine. Should anyone be interested, I have the plans I drew with offsets.

An interesting footnote: Dynamite Payson became aware of my project and said no one should build such a small boat for small people, too damn dangerous, He thought mine for Bjorn would be OK as there would be expert adult supervision, too many other parents would not be up to the job!

John Hadden, Brunswick, Maine

This Magazine...

A Little Bit Extra

I read of your low-balling the recent postage increase and the big surprise you got. I've sent along a little extra with my renewal to help defray the added expense. I've retired from the post office and guilt figures into it somewhere. Sort of supporting my own pension.

I just sent my subscription to the *New Yorker* as well. *MAIB* and the *New Yorker* cost nearly the same per year, but I read *MAIB* word for word every issue. Not so the *New Yorker*. *MAIB* can take me away for a little while. Thanks to you and all your contributors for making that happen.

Jeff Marchant, Leo, IN

Sodus Bay Classic Boat Show

By Greg Grundtisch

Most photographed “period” equipe at the show.

Roy and Arlene Vanderbilt’s Wheeler cruiser.

Nice little racing sailing canoe on custom cart.

The lovely and talented Naomi and I happily departed Lancaster, New York, and headed for Sodus Bay. Sodus Bay is a very pretty body of water on Lake Ontario between Rochester and Oswego, New York. Every year the Sodus Bay Yacht Club sponsors this boat show. This isn’t the biggest classic boat show but its location on the Bay is one of the nicest to be found on any of the Great Lakes. And looking at boats is always a good time

We had another motive to attend this event as well, to meet up again with Susan and Chris Gateley, the owners of *Sara B*, their Tancook schooner. We had met them several weeks earlier while the vessel was still on land being prepared for the upcoming season. *Sara B* could not make the show this year as she was undergoing last minute launch preparations by Chris, a short distance down east in Fair Haven, New York.

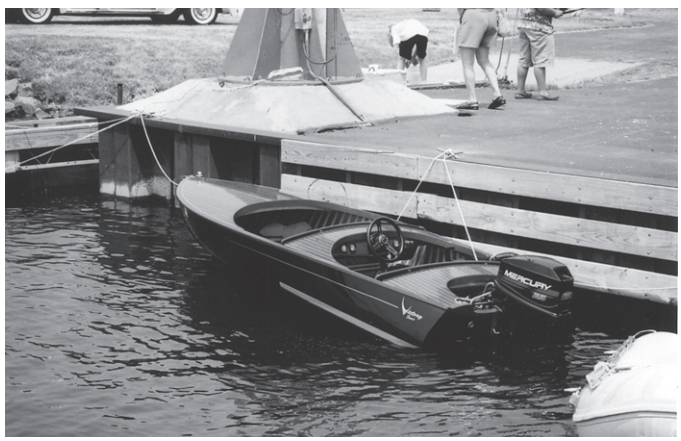
Susan was at the show with a display table set up for selling her books. Excellent books and enjoyable reading in regard to sailing, schooners, cruising, history, lore, the changing environment, and anything one would want to know about Lake Ontario and the surrounding area.

The show had a small sampling of about 20 classic boats from a sailing canoe to a couple of large cruisers. Walking into the yacht club, the first boat to be seen was a classic runabout on a trailer being pulled by a classic car. This was the most photographed boat in attendance. The only thing missing was Elvis. Rumor had it that he was on the other side of the Yacht Club cooking up hamburgers. Missed him!

We caught up with Susan and she introduced us to the *Elhanor*, a Wheeler cruiser, a family boat owned by Roy and Arlene Vanderbilt. The cruiser’s name comes from the first couple of letters of Elane, Harold, and Norman, their kids. It’s not easy naming your kids in the right order to get the boat named properly. Good seamanship skills me thinks. They kindly invited us on board and we got to look around and visit with them for a little while. Most interesting folks with an obvious love of owning and maintaining a wooden boat. Not just a show boat, but a boat that still gets used for family pleasure and adventure.

Classic inboard runabout.

Classic outboard runabout.



My kind of boat. The shiny ones are nice but the heart and soul in a boat comes from getting use out of it. I hope their family tradition of cruising the *Elhanor* goes on for many more generations.

After the show we followed Susan down east to Fair Haven to help Chris work on the *Sara B*. We arrived to find him not working but talking to some friends. After the hi, howaryas, we got to work bending on the sails, only to stop after about 20 minutes due to the suggestion of it being lunchtime. I was beginning to think I was in the company of slackers like myself, but it was 1400 hours and no one had been fed since early morning, so off we went up the dock to the Pleasant Beach Hotel.

An exceptionally beautiful restored historic (1910) building overlooking Little Sodus Bay, this "mom and pop" hotel has six rooms available, a restaurant, excellent food with surprisingly reasonable prices, a fantastic deck and inside dining room, both with glorious views of the bay, and slips available for rent or use if one cares to sail in for a bite to eat. This really is a treasure of a place that is hard to believe is there. It was almost lost to development recently until the new owners, H. and Bonnie Scoville, took over. It's a little like going back in time, but with a few modern amenities. I hope they can keep this special place going.

We sat out on a large raised deck with a perfect view of the bay. The discussion turned to boats and what type and design each had. One gentleman at the table seemed to have an amazing amount of nautical knowledge. He turned out to be Mr. Dwight Bliss, a famous Great Lakes yachtsman, professional crewman, boat builder, and very knowledgeable historian. He lived a lot of it. The Bliss name is known for nautical instruments and compasses. His great uncle was the legendary Ontario schoonerman Capt. Ruggles.

We had a fine time and did not want it to end. There was so much I wanted to ask. We don't get to meet folks like him too often anymore. But some had to leave and we had to finish bending on sail. So we said our goodbyes, but before we did Mr. Bliss very generously picked up the lunch tab for us all. He's classy, too. There's just something about people that mess about with boats.

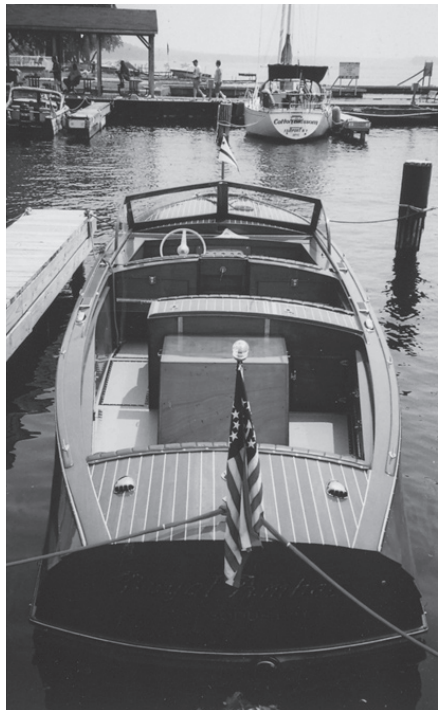
Well, after we finished with the sails it was time for the lovely and talented Naomi and I to return home. We had a very good time at the Sodus show, met some new messers, discovered a last of its kind little hotel and restaurant, got a little work done on *Sara B*, said goodbye, and drove off hoping to return before the season's end and go for a sail on schooner *Sara B*. Happy sails!

For info on Susan Peterson Gateley's books, go to chimneybluff.com.

For sailing charters and sailing lessons in Fair Haven, New York, on Little Sodus Bay, go to Silverwaters.com.

For the Schooner *Sara B* and recent restoration project(s), go to sarab.brownroad.com.

For the Pleasant Beach Hotel, go to pleasantbeach.com.

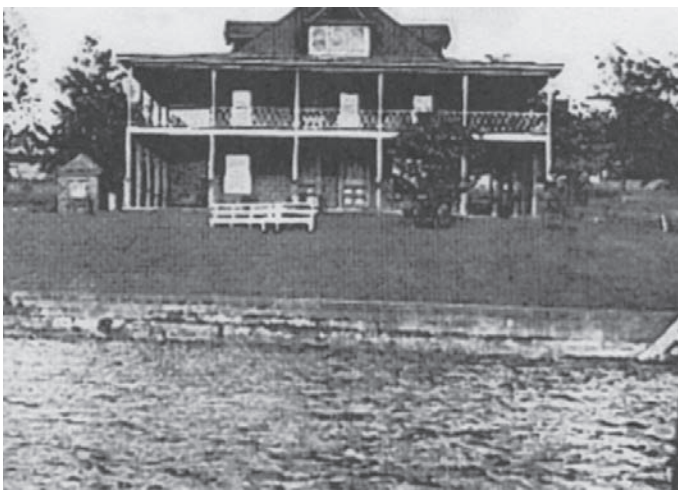


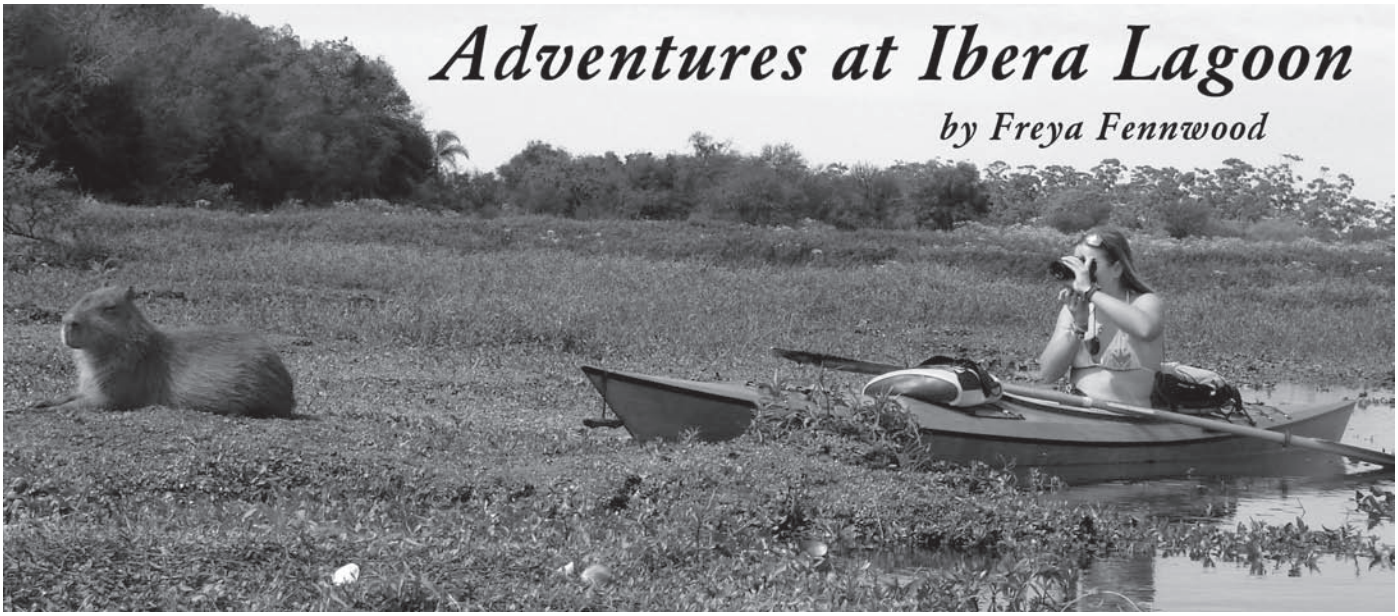
Oh, those '50s barrel back runabouts!

Sara B coming out of winter storage,

Susan Gately showing me the new rudder post and other work just completed, boatwright Chris on deck.

Pleasant Beach Hotel in 1912 and today.





Adventures at Ibera Lagoon

By Freya Fennwood

In April 2006 my dad, John Lockwood, owner of Pygmy Boats, loaded his truck, camper, two Pygmy kayaks, an Arctic Tern 17, and an Arctic Tern 14 into a 40' shipping container headed for Santiago, Chile. After I had spent 11 months in southern Brazil as an exchange student, my dad was coming to pick me up for a father-daughter adventure crossing South America.

Over the next six months we drove up the coast of Brazil, through the flats of northern Argentina, and into the remote corners of Bolivia, ending our journey in the sacred valley of the Incas in Peru. The whole story cannot be told here but I look forward to sharing more photos and adventures in a Pygmy e-newsletter later this year (sign up on our web site: www.pygmyboats.com).

We began our journey kayaking the mangrove-lined coast of southern Brazil, then spent an amazing three weeks in Rio de Janeiro. The furthest north we traveled was the beautiful Afro/Brazilian city of Salvador on the tropical shores of the Brazilian state Bahia. From there our trip turned westward towards the Andes and Lake Titicaca. We crossed the vast outback of central Brazil, entering Argentina at Iguassu Falls, the widest waterfalls in the world, pushing three times the volume of Niagara Falls.

As we approached the confluence of the Rio Parana and the Rio Paraguay we began to see masses of bird life. On a whim (our usual decision-making mode) we turned off the main highway and headed into north central Argentina's huge wetland system. Our first stop was Parque National Mburucuya in the Esteros (wetlands) del Santa Lucia, our second stop the enormous Esteros del Ibera.

After 80 kilometers of mud ruts we arrived at Ibera Lagoon and parked in front of the ranger station. Two dark-haired men with official shirts came out of the building and watched us unload our boats as they sipped their morning mattes. Daily tour boats take groups of mostly noisy high school kids up a slow river feeding into the lagoon, but two independent travelers with beautiful wooden sea kayaks was something they could hardly fathom. As we slipped into the water a wave and a shout came from the guards, something like, "Don't capsize and get eaten by a yacaré." A yacaré is a species of caiman that can get to a length of 14'.

From the reedy shallows, to the spongy shore, to the wetland palms, life is moving. Ibera houses some 85 species of mammals, 35 species of reptiles, 45 species of amphibians, and an amazing 250 types of birds.

We moved silently along the left shore of the lagoon, making few rustlings in a slew of thick reeds. I hoped we would see a few capybaras (the worlds largest rodent), some birds, and a couple of caiman. Coming around a bend in the slough we came face to face with a capybara wallowing in a mess of brilliant green water vegetables, a little black bird perched on her head and the beady eyes of three caiman ever patiently waiting for dinner. The capybara did not start or run, just ignored the caiman and us completely! We moved on, every small curve in the shore gave way to another bird. A heron, 5' tall stood among the reeds. One caiman about the length of my boat sat on a small vegetable island. As we approached he slid slowly into the water and disappeared from sight

We paddled on silently, in rapture, the animals barely registering our existence. As we came around the first bay's left side the birds started to thicken. We followed a white egret up the shore, past at least 20 caiman, until we reached a soupy flat. South American screamers, unusual ducks, small and large herons, and innumerable other birds pecked at the grasses and waterweeds, each individual independent in its doings but together in dozens, poking and crunching, mammal, reptile, insect, bird, one species next to another. Some were prey, some were predator, all part of the Ibera society.

I scooted my boat as silently as I could up into the thick mud trying to capture a picture of a small gray, brown, and black bird with a red eye. Digging into the mud, trying to get a closer shot, my paddle came in contact with something. A scaly body slashed up through the mud. A gaping mouth and stony eye glared at me, enraged. I leaned away as he extended himself up, opening his mouth wider. We stared at each other for one long moment. In that stare I realized I'm not the only meat eater on earth. I was in his territory, a guest, bobbing in a wooden kayak.

I moved away from his incisors, my only thought, "Retreat!" I back paddled rapidly into the deep blue water where hopefully he wouldn't follow. In the deep the sensation of being hunted slowly faded away. I relaxed back into my place. In recovery I came to the revelation that here, in Ibera, floating, I'm no more in charge than any other animal. Surrounded by wildlife, living in the balance of give and take, my kayak and I are just another creature.

For the rest of our exploration I watched the harmony with newfound pleasure. I couldn't help feeling smug here in my kayak experiencing Ibera society from the inside as the growl of a tour boat, stuffed with a bunch of bright orange life jackets, zoomed back to civilization. As we loaded our kayaks and gear on the truck, Dad and I looked at each other, "Wow, have you ever seen that much life? That was inspiring!"

An interesting sidelight on this story is that most of the land surrounding the small Reserva National Ibera is owned by an American philanthropist named Doug Tompkins. In 1960, when my dad was 18, my age at the time of our trip, he and Doug Tompkins spent a summer painting houses together and rock climbing in the Gunks of Upstate New York. That winter they were roommates and worked as dining room waiters at the Jerome Hotel in Aspen, Colorado.

The following spring my dad and Doug took off for South America on a BMW mo-

torcycle. My dad never made it to South America. He and Doug went their separate ways in Mazatlan, Mexico. My dad headed down a long stretch of uninhabited beach on foot and Doug continued south on the bike. Contact was never regained. The next my dad heard Doug had stopped wandering and had become a successful businessman, starting The North Face and then later Esprit. During this time my father took up kayaking as a result of a severe hip injury. He paddled around British Columbia, Southeast Alaska, and The Yukon Territories, and in 1986 started Pygmy Boats Inc.

On our way north through Argentina, heading for Bolivia, we started to hear the name Doug Tompkins. The first time we couldn't believe it, the second time we were shocked, and by the sixth time we decided something larger than us wanted us to find Tompkins.

With the help of several kind individuals and a lot of driving we finally made contact with Doug. After a brief phone conversation Dad turned to me and said, "Are you ready for another five-hour drive?" I grinned. Doug and his wife were inviting us to their ranch, Estancia Rincon del Socorro, more than 120 miles away. If we were going to get there we had to leave right away.

That night Doug pulled out his laptop computer and brought up an old photo of he and my dad at the beginning of their Mexico adventure. I could hardly recognize my father and couldn't imagine how strange it must be for him and Tompkins to meet more than 45 years after the picture was taken, both now with gray hair, remembering old adventures over a jug of sangria.

Driving through Brazil, Argentina, Bolivia, and Peru we came face to face with the South American landscape. Sadly, as is the case around the globe, too much of what once were wild lands have been transformed. Rain forests made into deserts, alpine meadows made into rock gardens, and swamps drained, burned, and planted. Doug's land is a 12,000-hectare former cattle ranch, now a Tompkins nature reserve. It is part of a lagoon system that spreads across 14% of Corrientes Province as a flat network of swampy lands intertwined with savannah grasses creating an ecosystem similar to the Pantanal found in Western Brazil.

Here at El Socorro we finally found the life missing from the other land. The sheer quantity of wildlife was amazing. Foot-wide highways of ants marched toward ant hills the breadth of cars, green parakeets hung from trees, burrowing owls popped from their stick-lined homes. The difference between the dead land we drove through and this land became more obvious at every turn we took.

Not ones to think small, Doug and Kris's Esteros del Ibera preserve, and their spectacular Parque Pumalin in Chile, are just two of the projects they are working on in Chile and Argentina. Their collective projects amount to the largest private land conservation project in the world.

As we left the Ibera wetlands I was glad Doug and Kris were doing something to preserve the balance of the land. I looked at my dad with his silver whiskers and a little belly and dearly wished I could have been on that trip down through Mexico 45-plus years before, when he had been young and more of the world had been alive like here.

Sailing Rocks

By Palmer McGrew

Standing beside the wind-driven boat, holding on as hard as I could to the bow line and up to my knees in the mucky bottom, I thought briefly of calling the whole mess off. The trouble was, how? The wind was driving the boat toward shore, but not the shore we had left a few minutes earlier. The boat was drifting out of my control because no one still onboard knew how to put the centerboard down and I couldn't let go to climb in to do it. At times like this I had to wonder why I am doing such an idiotic thing and then I remember, it's sailing! I was going to sail! Or so I thought.

I told the two teenage girls onboard to find out where the centerboard was and get it down. They spread their hands in puzzlement and leaned back to make sure their tan lines were going to be where they wanted them. "Let the old dude solve the problem," they no doubt thought. "What else is he good for anyway? Seriously!" The fact that I was not related to either of them didn't seem to matter. I was definitely old enough to be their grandfather and "Don't worry, be happy!" was their attitude.

I had never seen this boat before nor had I seen this shallow water, a cove off Narragansett Bay, before. Had I had any knowledge of either I would have been back at the house hoisting a glass to sanity. The boat may have been an old J Boat. I only say that because the sail that supposedly came with it had a big J on it. I had never been on one like it before.

One of the girls, the granddaughter of my hosts, had just completed a week-long sailing camp in the Bahamas. In that camp counselors must have done all the work for the girls because her version of sailing was to grab the tiller and let some servant or grandfather do all the work.

When we were led to the boat I had figured out how to rig the sails and now I was wishing I hadn't. The wind must have been over 10 knots, so without the centerboard down the boat was a loose cannon, so to speak. Standing in the muck and water I pulled as hard as I could against the wind and ever so slowly tugged the boat out into deeper water. "'Is the centerboard down yet?" I yelled to the sailing camper. "Huh?" she replied, looking to see if the sunlight was falling evenly over her legs.

Another challenge was presenting itself How to get onto the boat? I was now neck deep in water and as soon as I turned the boat loose it was going to go someplace else. I thought of a story one of my friends told me when he and I were out on my Sunfish. He had owned a Sunfish once himself and he said, "I was two miles out on the ocean..."

"You were not!" I insisted.

"Yeah, I was,' he said, "and I had this couple with me..."

"You had three adults on a Sunfish and you were two miles out on the ocean?"

"Yeah," he said, "and the woman fell off so I dived in after her..."

They all lived through it which proves there are angels in this world. Now I needed those angels since I was going to have to let go of the boat and it didn't look good for the girls by themselves. Just then the wind caught the sails full force and we took off as if we were actually sailing. I grabbed a handful of shrouds and hove myself on board. That was the good news.

Our sailor girl, fresh from a week of sailing camp, now asked, "If I push the tiller this way, which way does the boat go?" While demonstrating pushing the tiller she steered the boat into a massive bed of rocks, mostly hiding inches below the surface of the water. I had been onboard for under two minutes and I had to jump out and grab the line again to prevent certain catastrophe. Fifteen minutes later I had pulled the boat out of the rock yard and we sailed away once more, only to have her steer right back into the rocks again. Guys on shore were going nuts yelling, "Don't go there! It's full of rocks!" No kidding!

Over the course of the next half hour or so old grandpa hauled the boat out of the rocks twice and one of the girls finally figured out the centerboard. Now we could actually go where we wanted, and where old grandpa wanted to go was home, so we did.

I learned a few lessons that day. First, never assume that anyone else has a clue or cares a fig. Second, never leave the shore without knowing exactly the state of the centerboard. That was my intent but it was too shallow where we launched. Finally, a day of hauling the boat out of the rocks still beats sitting in front of the TV. I wasn't sure about that one at first, but now I've discovered that I have a sailing story I'll tell a few hundred times, each time better than the one before.

As for the girls, their tans looked great. Me? Most of the cuts on my shins are healing and the big black bruise on one thigh is starting to fade to purple and green. I'm checking the wind. Maybe this afternoon if the rain eases up...

Lake Tarpon And the New Turtle!

By Ron Hoddinott

A day at the lake here in Florida in July is usually a drifting affair with light winds and cloudy threatening skies, Not this time! We were blessed by moderate winds out of the southwest all day! Ed and Becky Combs even reported gusts up to 18kts in the afternoon. We also had a very good turnout for a summer event.

Luke and Joy Lukoski brought their Sakonnet 23 daysailer by Edey and Duff to the lake, and she is a beauty! With a shallow keel/centerboard arrangement she is both fast and able.

Gil Walker attended with his new Kingston lobster boat. Gil's been working feverishly to finish her up for the event. Gil builds all of his own boats out of wood and does a fine job. He was using the rig from his H-14 sailboat so the lobster boat wasn't as fast or weatherly as she will be when it has the appropriate rig, but she looked mighty good!

Dale Niemann brought his new Core Sound 17 *Lively* along. She gets a lot of attention at the ramps due to her finely finished mahogany deck and overall good workmanship. Dale is looking to make her cruise worthy by changing the rig so that it's more easily reefed.

Steve Kingerly didn't think there would be much wind so he came with a sweet looking white sea kayak.

Gary Maxwell was there with his nephew Brian and they were sailing a Hunter 14 daysailer. Brian plans to join the Squadron very soon and Gary was along as crew and enjoying the ride!

Steve Morrill showed up with *Shadow*, his gray SeaPearl 21, and a very nice lady named Barbara. Steve always seems to have a different female companion with him!

Art Gregory came late to the lake but managed to get his Peep Hen *Kiva* into the mix and seemed to enjoy sailing her in the fresh water.

Ed and Becky Combs were there early and sailed *Minnow*, their Potter 19. Ed cut his hand launching, something to do with having to lower the mast quickly to avoid an overhead power line, and didn't come to the restaurant because his shirt was all bloody! Sorry, buddy. Hope it has healed!

Harvey Brillat and I both came without boats, and although I had planned to sail with Dale aboard *Lively*, Jim Leet showed up with a SeaPearl Tri-Sport that's for sale at Marine Concepts Sailboats. It is the original prototype for the Tri-Sport concept with sliding akas instead of hinged akas and the owner had added a lot of aluminum superstructure around the forward cockpit and stanchions and lifelines around the whole boat. At first I thought it all would be in the way but the rails actually made for good handholds going forward on the deck! I didn't set up the cabin which apparently snaps on to the rails, but the cabin is there, and if someone wants a SP Tri-Sport you could do worse!

It took us a while to get the amas deployed on the tri from the water. We probably should have pushed them out while at the dock or on the trailer but there was a certain park ranger, aka the "Dock Nazi," who was driving around in his golf cart ordering people around like he was a drill sergeant. We just wanted to get away from him.

Once we had the akas pushed out to their full length and pinned in place we back winded the main, spun the bow through the wind, and took off for the southeastern part of the lake.

It wasn't long before the tall mast of the Sakonnet 23 was seen coming up fast behind us. We were on a close reach and doing our best but Luke and Joy's *Joyride* ate up the distance and passed us to windward while I snapped pictures of this shapely beauty from New England. Harvey and I had a hoot sailing the SeaPearl through the high reeds on the east side of the lake, something that only shallow boats can get away with. We eventually got down towards the south end of the lake, a distance of five miles. And it was getting close to lunch time!

We spun the boats around and began a long, smooth, broad reach back up the lake to the new Tarpon Turtle restaurant. Surprisingly there were still plenty of docks available and even a small beach area on the north side of the property where we could beach the tri without pulling in the amas! Harvey and I slid her right on up. A frenzy of docking and line handling followed, making sure that everyone who wanted to go in for lunch had some help, and lines tied securely. Meanwhile Steve and Barbara went in and secured a large table for all of us. Thanks, Steve!

After satisfying our hunger some hungered for more sailing and some hungered to get home before perceived afternoon storms thundered in. Harvey and I sailed out to see how Ed and Becky had fared for lunch and Art was still out there sailing his Peep Hen, *Kiva*. We had some more fun before finding out that our engine would start but wouldn't stay running. Probably something with the fuel supply. So we decided to use what we did have, WIND! After two or three tacks we coasted to a stop right beside the docks to derig and push the amas in on the tri. All in all a great day!

Beyond the Horizon

By Hugh Ware

The International Scene

Two major US tanker companies and the Shipbuilders' Council of America sued the Coast Guard, the Department of Homeland Security, and the National Vessel Documentation Center for certifying another company's Jones Act tanker as continuing to be eligible for Jones Act trade after it was converted to a double-hull vessel in a Chinese shipyard. The companies claimed that they were being put at an economic disadvantage by being forced to compete while complying with US laws at far higher cost. The Jones Act reserves US coastal trade to American-built, American-flagged vessels but foreign built vessels can become eligible if drastically rebuilt (as after a major fire or collision). One or more courts will decide.

Thin Places and Hard Knocks

As usual, ships sank:

The Spanish flag ro-ro *Don Pedro* went down within half an hour after striking a rocky islet a mile outside the Balearic Island port of Ibiza.

The South Korean bulker *Orchid Sun* capsized and sank in the Gulf of Oman after one of its holds became flooded. About half of its crew of 23 was rescued by the Japanese warship *Suzunami* and the Pakistani naval ship *Tippu Sultan* from a task force that patrols those waters.

The Panamanian-flagged, Chinese-manned *Tai Tong 7* sank near Guam due to storms resulting from Typhoon Man-yi and ten of its crew of 22 were rescued.

Near Buru Island in Indonesia the *Wahai Star* sank with about 60 on board and 44 were saved.

Elsewhere in Indonesia a fishing boat with 39 on board went missing but six survivors were found floating.

North of Chittagong the lighter *Tiran*, laden with cement clinker recently discharged from the Panamanian freighter *Pan Express*, capsized and sank quickly. Most of the crew of 14 were rescued.

The Italian governmental research ship *Thetis* sank after colliding with a freighter in thick fog about four miles off the coast of Sicily.

The Romanian cargo ship *Multi Trader* sank at 43:51N, 28:40E (get your globe out) after some problems initially denied by the master and its crew of seven was saved.

As usual, ships managed to collide:

At 34:35N, 139:18E (that's off the Pacific coast of Japan) the Greek bulker *Alpha Action* hit the Singapore-flagged container ship *Wan Hai 307* hard enough get stuck and cause water ingress into the *Wan Hai 307's* engine room.

At 01:30.5N, 102:59.5E the container carrier *Maersk Kimi* and the bulker *Bao Xing* collided. No injuries but shipyard repairs at Singapore were next for both vessels.

Off Ireland the trawler *Arca* had a bad leak and help was sent.

In the UK the master of the small Polish freighter *Jork* was questioned as to why his ship had hit the unmanned *Viking Echo* gas platform 40 miles off Cromer, Norfolk. The ship subsequently sank due to swelling of its cargo of wheat.

A UK report told what happened to the Norwegian fish farm boat *Aqua Boy* last November when it hit rocks off the Mull in Scotland. The master fell asleep while on watch alone, largely because he had worked too many hours and had restricted his intake of food, and the vessel had a smaller crew than was safe.

Other safety matters bothered authorities:

In Newcastle, Australia, a crane's hydraulic line on the bulker *Pria* burst and about 150 litres of oil spilled onto about 350 bags of ammonium nitrate fertilizer, thus duplicating conditions responsible for the deadly Oklahoma City blast of 1995. None of the bags were breached and there was no igniter present to cause a boom.

Indian officials went on high alert when 15 ships became casualties due to mechanical problems in the first two months of the monsoon season. All the vessels were older than 18 years and most were at anchor. Later reports stated that India is considering banning all ships over 25 years old plus all vessels flying flags of convenience. Some Indian officials believe the official life of a ship averages 17 years.

A "female worker" (longshorewoman? stevedoress?) was internally injured when pinned between a rack of pipe and a bulkhead on the *Suzaqu* at Houston.

The tourist schooner *Jolly Pirates* with 38 tourists and four crewmen capsized off the Aruba coast due to a strong (46mph) wind gust and authorities scolded such operators for being insufficiently safety conscious.

A lifeboat crewman was seriously injured during a training exercise at Kinghorn in Fife. The Scot was wearing a helmet but suffered a serious head injury anyhow. We've been told that the lifeboat's propeller really chewed apart his helmet.

In Japan maybe 14 were injured by a blast aboard the drydocked car carrier *Grus*.

Two shipyard workers died in Greece when fire broke out on the tanker *Ailsa Craig* during repairs.

In New Zealand's Northland, night-time explosions on the former frigate *Canterbury* moored at Opua alarmed residents but they were told it was all part of a secret exercise to train special forces how to do fun things like blowing off compartment doors.

Gray Fleets

Russia's three new strategic nuclear subs of the *Borel* Class will not be based on the Kola Peninsula in the Barents Sea but will head for the Pacific fleet at a new sub base at Kamchatka. The Russian Navy commander announced that construction of an aircraft carrier could start after 2015. The 1990s vintage carrier *Kuznetso*, which recently re-entered service after a lengthy overhaul, will suffice until then.

China has been issuing contracts for systems to be used on aircraft carriers and they may be installed on its ex-Soviet carrier *Varyag*, a member of the *Kuznetsov* Class. Plans and technology may be purchased from Russian firms.

Great Britain has finally okayed the £3.8 billion construction of two 65,000-ton aircraft carriers. *HMS Queen Elizabeth* is scheduled to be finished by 2014 and *HMS Prince of Wales* two years later. Work will be performed by alliances that include rival companies BAE Systems and VT Group. They will merge their shipbuilding operations to build surface warships for the Royal Navy (and hopefully other nations) for the next 15 years. Work will be performed at four locations in England and Scotland and will employ 14,000 in direct shipbuilding plus thousands more in support jobs. Press announcements about the go ahead made no mention of the French carrier to be built in conjunction with the two UK carriers.

A major defense contractor received a contract for research and development of advanced technologies for current and future submarines.

At San Diego a US Navy disbursing officer was sentenced to 28 months in jail for stealing up to $140,000 from a safe on the frigate *USS McCluskey* (FF 41).

The destroyer *USS James E. Williams* (DDG 95) tried to rig a towing line to fellow destroyer *USS Forrest Sherman* (DDG 98) as part of training while deploying to the Mideast but ended up with a 9" nylon line wound around the warship's starboard shaft. It limped back to Norfolk for damage assessment and repairs.

The *USS Forrest Sherman* mentioned above made it across the Atlantic as part of the *Enterprise* Carrier Strike Group and visited the Black Sea port of Sevastapol where its crew got a vivid reminder that the area had been a major battleground during World War II (and the Crimean War, too). A 1,100lb German mine was spotted floating 500 yards from the visiting warship. It was towed a mile out to sea by Ukrainian officials and exploded.

White Fleets

Perhaps bemused by the spectacular scenery in the deep bowl of Gieranger Fjord in Norway, watchstanders on the cruise ships *Ocean Majesty* and *Thomson Spirit* allowed them to gently touch as they idled while most passengers were ashore. The collision could have been worse, two other cruise ships were due to visit the fjord that day.

Farther north, at the Svalbard Islands, the ex-Russian research ship *Alexey Maryshev*, now a luxury Arctic tour boat, drew close to the Horn Glacier for a really good view. The glacier calved and the resulting waves rocked the vessel so badly that 18 were injured and four were flown to a Norwegian hospital.

Seven passengers on the larger *Black Watch* came down sick and two were hospitalized in Sweden, all afflicted by the Legionella virus.

In New York the *Carnival Victory* struck an overhang on a pier as it docked and this triggered a traffic backup on the Henry Hudson Parkway.

The *Millenium* canceled two Mediterranean cruise after its propellers hit a rock and they lost blades while anchored off Villefranche.

Very rough weather after leaving Auckland turned a four-day trip to Vanuatu on the *Pacific Star* into "a holiday from hell." Not long afterwards two cruises by the same chronically problem stricken ship were cancelled while workers repaired damage from the storm and tried to replace a corroded ventilation duct. At last word part of the ship's side might have to be removed to provide access.

During a shore excursion in the Bahamas from the *Majesty of the Sea* a seven-year-old boy fell off while riding with his mother on a jet ski and suffered a fatal head injury. The accident may have been caused by a wake from another jet ski ridden by family members.

Older cruise ships also made the news:

The venerable (1926) and beloved sternwheeler *Delta Queen* may not continue traveling on the inland rivers of the US beyond 2008. The ship's wooden superstructure does not meet fire regulations but the steamer has been specifically exempted by Congress for

more than 40 years. Congress chose not to include an exemption in this year's legislation.

Across the Atlantic a fire in a stack of wooden pallets on the older *Rotterdam* (there are two) required attention by the Wilhelmshaven fire brigade. The 1959 built liner is having asbestos removed.

Those That Go Back and Forth

Third World ferries continued to be death traps:

In the Democratic Republic of Congo a passenger ship on Lake Kivu struck a dugout canoe at night. More than 100 people survived but about 30 died, most from the canoe, and eight were children.

Off the Philippine province of Quezon the ro-ro *Blue Water Princess I* sank 500 metres from shore due to seas kicked up by a typhoon. It was carrying 23 crewmen, 60 passengers, and 32 drivers of trucks onboard. About 50 were saved but about 20 died. (Another report said 129 were saved and 12 died).

In Indonesia the *Wahai Star* sank, carrying down 26 people with it.

In China a bus slipped off a ferry into the Xingiang River in east China and maybe 20-30 passengers died.

Off the coast of Sierra Leone a coastal ferry was overwhelmed by bad weather and nearly 200 probably lost their lives.

But not all casualties involved deaths:

While bound for Leghorn the passenger ro-ro *Sardinia Express* had an engine room fire and had to be towed to Bastia. No injuries.

In Puget Sound the master of the Washington State ferry *Cathlamet* felt sick but failed to ask for relief. The ferry hit a pier and caused more than $1 million in damages He was fired.

In the Black Sea near Sochi, Russia's leading vacation resort, the Turkish ro-ro ferry *Boztepe* suffered a fire. Its crew was removed and the fire extinguished by the fire-fighting vessel *Atlant*. The derelict vessel was towed to Turkey and will be scrapped. The vessel was built in 1978 as the *Catherine Schiaffino* and became the *Cap Afrique* in 1990 carrying livestock across the English Channel.

Life on the Gosport ferry in the UK's Portsmouth wasn't consistently quiet. One day a passenger had an epileptic fit. While he was being attended to another person jumped into the water for some reason, a crew member jumped in to save him, and he was followed by two members of the public.

In St Lucia the local harbor master designed and craftsmen built the Caribbean's first solar-powered ferry. The 12' vessel can carry up to 15 people to waterfront bars and restaurants and is powered by rooftop solar panels.

Legal Matters

Even the US Coast Guard has sinners. A chief warrant officer was indicted for pumping 2,000 gallons of oily bilge water from the cutter *Rush* into Honolulu Harbor. He faces up to five years of jail on each of two counts.

Black Point Shipping agreed to pay $75,000 in fines and fees for faking documents aboard the tanker *Black Point*.

Kassian Maritime Navigation Agency, Ltd pleaded guilty to maintaining a false record concerning illegal dumping of bilge and wastewater into the ocean from the bulker *North Princess*. This will cost the company $1 million in fines, $300,000 to fund community service projects, and the company faces 30 months of probation. The ship's Second Assistant Engineer was charged with obstruction of justice and faces as many as five years in jail, a fine of $250,000, and supervised probation for up to three years.

Metal-Bashing

China badly needs iron ore (mostly from Brazil, it seems) and will convert ten very large crude carriers to ore carriers over the next two years.

A Brazilian company is building a series of ore carriers of increasing size. The ultimate goal is an ore carrier of 0.5 million tonnes (550,000 short tons). Freight rates have been above $50 per tonne and a 400,000-tonner can be profitable at $12 per tonne so even the empty return trip produces a profit.

A flood of bigger container ships are being ordered now that Maersk has produced its *Emma* Class 158,200 dwt mega-carriers. For example, Nordcapital ordered eight slightly smaller (140,570 dwt), slightly slower ships but they, unlike the *Emmas*, will just fit through the enlarged Panama Canal.

Some months back the container ship *MSC Napoli* started to break in half while transiting the English Channel and UK and French Emergency Towing Vessels (rescue tugs) gently put her ashore where she sank. Months later all her 4,000 containers had been removed and it was time to dewater the ship and get her afloat. She floated but the crack had grossly widened up to the deck level so she was quickly re-beached. Then two of the ETVs, one off the bow, the other astern, tried to whipsaw her in half. They failed (amazing how well the longitudinals resisted although her plating and keel had failed) so a series of controlled explosions severed the deck plates and then two strength members. The two hull sections are total losses and will be scrapped, the bow section going to Harland and Wolff as its first ship scrapping job while the stern section, which has the engines and accommodations, probably will be scrapped where it is.

Nature

As part of a drive to reduce road travel by five million kilometers by 2010, UK grocery giant Sainsbury tried delivering groceries to a West London store by barge. It found they arrived faster than by road and, as a spokesman happily exclaimed, "We also get free energy when we use the river as the tide helps propel the vessel."

A US federal oil spill fund may be tapped for $15.5 million to add to $4 million supplied by the owners of the bulker *New Carissa* which grounded on the Oregon coast in 1999 and broke apart, spilling oil. The monies will be used to buy 3,851 acres of nesting habitat for the marbled murrelet, a threatened seabird harmed by the 1999 grounding of the *New Carissa*. One-third would buy land currently used by the birds for nesting, another third will promote the larger coastal old growth trees favored by the tiny birds, and the final third will be used to manage timber to pay for the project. The Indian tribes of the Siletz will own the land, once their property.

The Soviet nuclear-powered submarine *K-159* sank in 2003 in the Barents Sea while under tow for decommissioning. Recent monitoring by Russian and foreign experts showed that radiation levels are normal and pose no threat. The sub may be raised.

Nasties and Territorial Imperatives

Two ships disappeared, possibly due to Somali pirates. The *Infinity Marine 1* disappeared 37 miles off the Somalia village of Ras Hafun and has possibly joined four other vessels being held by pirates. However, since the Comoros Islands-bound small cargo ship *Reef Azania* disappeared in the Indian Ocean some 500 miles from Somalia, anti-piracy officials stopped investigating the incident. It was the third vessel to disappear in the Indian Ocean in a month.

Now that there are prospects for an ice-free Arctic, nations are rushing to establish sovereignity claims over potentially oil and gas rich territories. Russia claims that the Lomonosov Ridge under the North Pole is a natural extension of its landmass and so used a nuclear powered icebreaker, a large research ship, and two mini subs to plant a titanium flag at the Pole. The claimed territory includes an estimated 10 billion metric tons of hydrocarbons under the Arctic sea floor. Canada and the US (and the UN) are not expected to agree with Russia's claim.

Although Singapore and Indonesia recently signed a Defense Cooperation Agreement, Indonesia still will send its warships to escort Singaporean warships out of Indonesian waters if they stray into them during multi-national exercises. Said one top Navy admiral, "The Navy was just trying to protect the country by preventing our brothers from entering our territory."

Odd Bits

The shortage of trained mariners for Indian ships has caused some Indian ship owners to keep crews on the ships. One officer jumped overboard in February and fellow officers said the suicide was because he had been denied leave between October 2006 and this July.

Mega-yacht item #1: Skilled mariners are in such short supply that even the rich are having difficulties manning their mega-toys and are luring help from commercial and Navy ranks. The annual compensation for skippers of mega-yachts (defined as anything over 80' long) ranges upwards from $1,000 per foot of yacht length.

Mega-yacht item #2: Larry Ellison, who owns the 454' giga-yacht *Rising Sun*, is having a smaller (a mere 250') mega-yacht built because the big yacht can't dock at most of the world's marinas. It has to tie up with oil tankers and container ships at industrial ports or it has to anchor offshore and Ellison takes a tender to the dock. His other complaint is that the giant *Rising Sun* lacks "intimate spaces."

Head-Shaker

Near Orkney Island the tug *Harald* was towing the jack-up barge *Octopus* whose legs were extending down some 13m in water that the closest depth reading on a chart said was 26m deep when the legs hit bottom. They were badly damaged. A formal investigation revealed that the chart's depth markings were based on measurements taken 160 years ago.

Arriving on the dory trailer.

Ready for launching and christening.

Rejuvenation of a Bahamian Dinghy

By Ralph G. Eldridge

I have never had a boat that I didn't like. However, as my sons have often reminded me, I have never had a boat I didn't change in some way. In my own defense, no major changes were ever made to the main character of the boat, only those that made it easier to sail single handed or to make the boat more comfortable.

When I was selling my Sea Pearl cat ketch because the shallow, self-bailing cockpit was too uncomfortable with my aged hips, I came across an old wooden Bahamian Dinghy. I know, I said I would never own another wooden boat again ("Never say Never," *MAIB* Vol 24 No 7). It was love at first sight!

I believe my Bahamian Dinghy was built about 60 years ago, possibly at Man O'War Cay on Abaco Island. I found her on Long Island, New York, and brought her home to Rhode Island in March of 2005. I had to modify my dory trailer to transport a full keel, 14½' boat, plus the mast and boom. The simplest way to do this was to span the dory trailer beds with two 2"x6" planks and bring the dinghy home upside down.

Incidentally, the Bahamians describe their dinghies in terms of their "Load Waterline Length" (LWL). My boat is 14'4" LOA with a beam of 5'; however, her LWL is 13'2¼". "Therefore, the Bahamians would call her a 13' dinghy.

After some normal maintenance, including some quick coats of paint, and the fabrication of a suitable small trailer to accommodate her small, full keel, she was launched in late July of 2005. We christened her *Abaco Breeze* to acknowledge her heritage.

The next few days after launching *Abaco Breeze* she rested in her slip and, to all passers-by, appeared to be half sunk! Being the only wooden sailboat in a marina consisting mostly of fiberglass power boats, such a sight was considered a disaster. I got a lot of sympathetic looks and a few offers of advice. After three days we pumped her out and she floated nicely on her lines.

We found that *Abaco Breeze* was quite comfortable to sail, much more weatherly than I expected, tracked well, and all in all I was quite pleased with her. As fall approached I began developing a list of things to do for her restoration during the winter. This would be the beginning of a long term effort to rejuvenate a "lovely old girl."

The undertaking of the restoration and repair of an old wooden boat can be a daunting task. For many decades I have maintained and repaired my own boats. Several years ago I participated in the restoration of an old wooden 30-meter sailboat, *Orieo*, at the Museum of Yachting in Newport, Rhode Island, under the tutelage of Frank McCaffrey. Currently I am a volunteer at the Mystic Seaport, Mystic, Connecticut, where I help to maintain the wooden livery boats. With this background I knew that the restoration of this old wooden boat would be a long term but enjoyable task.

It should be noted that I am not a profession restorer. Therefore, some of my repair work may not be done with the skill of a professional. I use locally available hardwoods. I have been told that the Bahamians build their boats with indigenous woods found in the interior of their islands. They use the dense dark native mahogany (swietenia mahogani), locally known as Madeira, for stems, stern posts, knees, and sometimes frames. Horseflesh (lysilma paucifolia) is considered the best wood for boat frames because it is hard, dense, and almost imperious to rot. Local buttonwood, bull wood, or wild tamarind and black mangrove are also used.

Over the years previous owners had made changes to the boat to suit their needs. However, my intention was to have a sound boat that I could sail and to restore her to her original character. One of my major references is a book suggested by Kendell Butler of the Bahamas entitled *Bahamian Sailing Craft* by William R. Johnson, Jr.

The first order of business during the winter of 2005/2006 was to do a complete inspection of the bilge area and generally look for signs of dry rot. I have a handyman's shop in an old, drafty, wooden shed with sufficient room for her winter storage and work area. The only heat is provided by a kerosene heater in the bench area and the boat is on the other side of the shed. As we all know, epoxy cures best in a warm environment. I found that by spreading a tarpaulin over the whole boat I could get the interior temperature up to 65-75°F with two spotlights. All the interior work in the boat was done by standing on a stool leaning over the gunwale with my head and shoulders under the tarpaulin while my posterior was exposed to the freezing environment of the drafty shed.

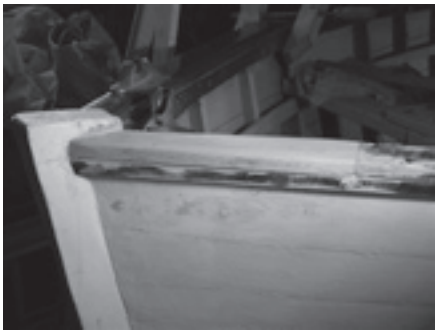
However, just before hauling out I notice that the port chock was loose. The cap rail under the chock was my first major attack on dry rot. A section of the port cap rail was cut out to be used to replicate a new cap rail. Dry rot below the cap rail was dug out down to a level to where the wood could be stabilized by saturating it with Smith & Co. thin two-part epoxy. Each side of the cavity was defined between two clamped battens with wax paper to preserve the shape. The cavity was filled with Marine Tech to provide strength for the cap rail and chock. We don't have the same woods in New England found in the Bahamas so I had to replace the port rail with a piece of available oak. The new cap rail is shown before it was painted.

The inspection of the bilge area was undertaken after the floor boards were removed. The keel appeared to be in good condition but some of the floor blocks showed signs of deterioration, as did some of the ribs near the keel. Fortunately all the keel bolts seemed solid, therefore, it was decided to strength the floor blocks by shaping oak and/or maple pieces to fit beside the floor blocks that needed support. Each false floor block was shaped to match the original floor block and then glued with System Three T-88 two-part epoxy adhesive and bolted through to good wood with stainless steel bolts (sort of like a man who wears both suspenders and a belt). One-quarter inch holes were drilled in each of the lower parts of the ribs along the keel. Thin (Smith & Co.) epoxy was injected into each hole with a hypodermic until the hole was saturated. This was repeated once the epoxy had cured. After the second application, a ¼" dowel was glued into each hole to maintain the strength of the rib. A missing rib was also made and secured in place in the mid-section on the port side.

When the repair work was completed, bilge cleaned and painted, new floor boards were required because the old ones were not reusable. This was a happy situation. I have always liked natural wood floor boards, therefore, I had the excuse to purchase enough milled cedar stripes 2½" wide by a ½" thick to fabricate new floor boards.

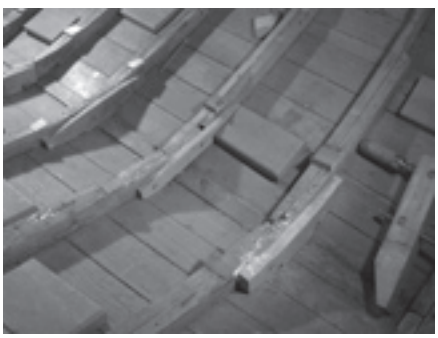
Storage space in the Bahamian Dinghies is virtually non-existent. These boats were work boats. Both the Abaco and Andros Dinghies were used primarily for fishing. Some, however were configured for the transportation of people and goods between the islands, while others were employed as lighters for off loading cargo, etc. from the larger boats. Those dinghies used for fishing were characterized by a fish well in the middle of the boat. Not planning on doing any fishing, I felt that a storage box situated in the middle of the cockpit would be more useful.

Inside of repaired cap rail.



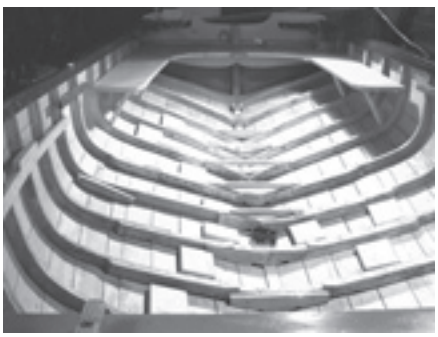
Outside of repaired cap rail.

Gluing and bolting the false floor blocks.



False floor blocks in place.

Aft floor board stringers.



Admittedly, it would not look like a fish well but it would serve to store spare lines, tools, a marine battery for a pump, etc. The sides and end pieces and bottom of the box were assembled with copper nails and glued with two-part epoxy to make it waterproof. The cover was made to fit snugly overlapping the ends and sides to keep out the rain. The storage box was screwed to a frame that was in turn screwed to the ribs.

Once the box mounting frame was in place the new floor boards were fabricated. I wanted two flat removable sections of floor boards, one aft and one forward of the storage box, to facilitate cleaning the bilge. These two sections required making stringers over the rib for their mounting. The section of floor boards forward of the box would also provide a safe/steady standing area when working forward on mooring lines, etc.

The floor boards on either side of the storage box were made separately to conform to the shape of the boat. Floor board ribs were shaped to match the adjacent boat ribs and then taped in place on one side of the storage box frame. Each cedar plank was cut to length and placed in position. Three-inch long pieces of corner L molding were placed between each plank to maintain ¼" spacing between the planks. When all the floor board planks were in place weights, in the form of gallon jugs of water and old batteries, were placed on the assembly to force the planks into the shape of the hull. Masking tape was then stretched across the cedar planks at each floor board rib.

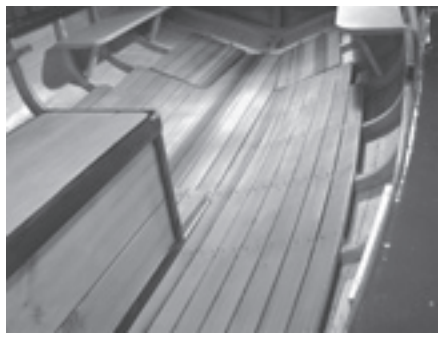
The center of each underlying floor board rib was marked on the taped plank for the location of screw hole for assembly. After all the screw holes were marked, the planks were removed and the holes drilled. Next the floor boards were replaced and screwed to the floor board ribs. However, before assembling the port side floor boards, I placed each of the port floor board ribs on the starboard side and, to my surprise, they all matched, the boat was very symmetrical.

Assembly of the four floor boards required 348 brass screws. As I was about to start the assembly my battery operated drill became inoperative. The repair shop estimated it would take three to four weeks to fix. That turned out to be an optimistic prediction. Facing using an ordinary screw driver with arthritic hands was daunting and spring and the sailing season was not that far away. While sifting on my shop stool I remembered that somewhere I had my grandfather's old bit brace. I found it, cleaned and oiled it and put a Philips head driver in where a bit would have been. Driving screws with a motorized driver can strip the wood, but not with the brace. Each screw was set with the same amount of pressure without worrying about stripping the wood. Sometimes fate comes to the rescue.

After all four sections of floor boards were assembled they were given two coats of satin Sikkene wood finish, satin because I didn't want a glossy finish which potentially could be slippery. The port and starboard sections were screwed to the boat ribs and the removable forward and center aft floor boards were laid in place.

The original rowing seat was a one-piece, removable board mounted below the sheer clamp. When it was in place it was difficult for me to go forward to attend to the mooring lines. A new removable cherry rowing seat was made that spanned the aft part of

Fabrication of floor boards in place.

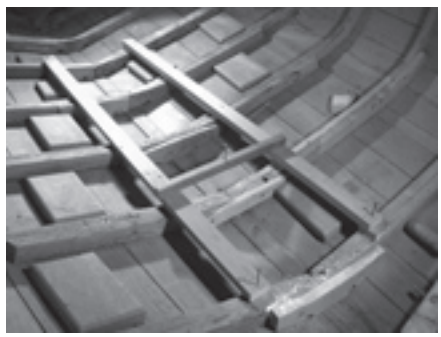


New floor boards aft.

New floor boards forward.

Finished storage box.

Storage box frame.



the storage box. It was hinged in the center so one side or the other could be folded over, thereby allowing easy access forward.

With the advent of good sailing weather, further restoration projects were put aside and the bottom was giving a new coat of anti-fouling paint. The topsides were given a fresh coat of high-gloss white and the cap railing painted Schooner Green rather than the bright colors seen in the Bahamas (and Florida) because *Abaco Breeze* is now a New England boat and reflects my heritage.

With new floor boards and a more secure bilge area, *Abaco Breeze* was placed on her trailer and taken to the water for another summer of pleasant sailing. The above is how I spent my spare time during the winter of 2006, but there are always things to do on an old wooden boat. During the winter of 2007 I made a few minor repairs and changes to conform with her original characteristics. These efforts will be the subject of the next article about the "Rejuvenation of the Bahamian Dinghy Named *Abaco Breeze*."

On the way to the water.

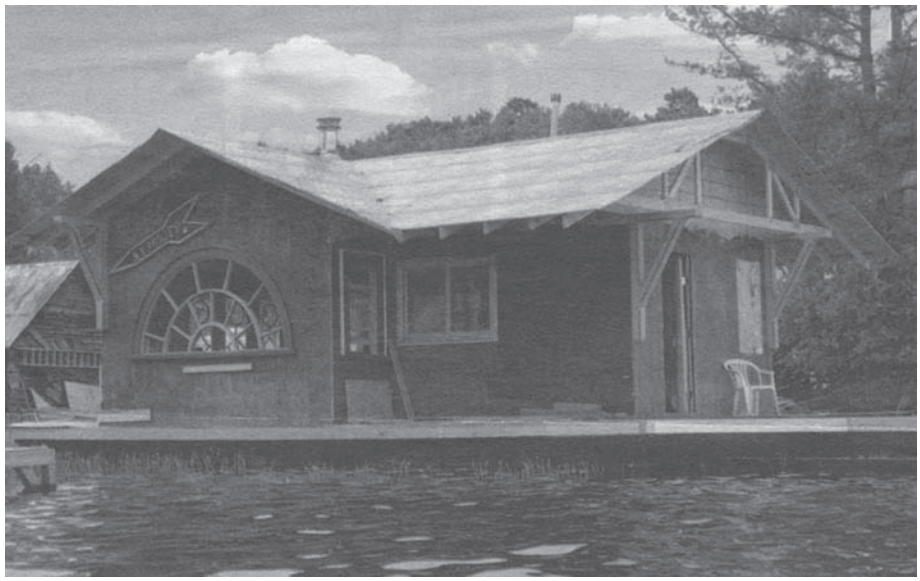
Resting in her slip.

If It Floats, is It a Boat?

By Phil Bow - *Explorer* Staff
Photo by Susan Bibeau

Submitted by Victor Pennes

(This report appeared originally in the *Adirondack Explorer*, a bimonthly magazine covering New York's Adirondack Park)



Bruce Darring insists it's a boat. An Adirondack Park Agency lawyer calls it a floating cabin. Whatever it is, the APA says he cannot keep it moored to half-submerged rocks in Oseetah Lake.

A Saranac Lake resident, Darring last year launched a 1,000 square foot wooden platform outfitted with two outboard motors. The platform supports a 420 square foot cabin and also contains a boat slip.

At an agency meeting in May APA attorney Paul Van Cott and Darring's attorney, John Privitera of Albany, spent a lot of time wrangling over whether or not the thing is a boat. Privitera noted that it is registered as a boat with the state Department of Motor Vehicles and argued that the APA has no authority to regulate boats.

"How many boats are there on the lake?" Privitera said. "Why single out this one?"

Van Cott, however, said the "obvious appearance" of the structure debunks the claim that it is a boat. He also said Darring did not intend to use it as a boat. Rather, he said Darring had indicated that he would anchor it most of the summer to a couple of rocks that he owns in Oseetah Lake.

"It looks like a cabin, it functions like a cabin, and to us it is a cabin," Van Cott said.

But the APA's Enforcement Committee reasoned that the relevant question is not whether the structure is a boat but whether indefinitely mooring it to the rocks would change "the use or appearance of the land." The committee concluded that it would and so Darring cannot keep the structure at the rocks without an APA permit.

The decision leaves several questions unanswered. Can Darring keep the structure on the water if he operates it as a boat, moving from location to location? If so, how often does he need to move it? And how far? Can he keep it moored elsewhere?

"The only fair reading of this confusing decision is that the APA commissioners decided it was a boat," Privitera said, "and I think the Darrings are free to use their boat as a boat."

In June, the boat/cabin was moored at a marina on Lake Flower in the village of Saranac Lake. APA spokesman Keith McKeever said the agency won't take action if it remains there. Asked if Darring could drop anchor at his rocks for a short while, say a few hours, McKeever replied that he could do so once or perhaps occasionally. "If he keeps going back to the same location day after day, that's a violation," he said.

Darring contends that the APA misrepresented his intent and portrayed him as a villain. He said he always planned to travel back and forth between Oseetah Lake and Lake Flower. "I've been beat up. I've been given a black eye by the APA," he said.

Asked if he will pursue the matter in court, he replied, "Am I going to sue the bastards? That's a real possibility."

I Finally Finished One

(A Bittersweet Story)

By Dane J. Martindell

Yes, it's finally finished. "It" would be my Fred Shell-designed Swifty 11 kit boat. For those of you not familiar with Fred's designs, this one looks like a Beetle Cat and is constructed in the manner of all of Shell Boats' kits. Fred assembles them dry and marks the pieces, knocks them down, crates them up, and either ships them to you or you can pick them at his shop, which is what I did.

But first allow me to back track in time in order for the reader to understand the "finally" part of the title. About 15 years ago I purchased a SeaPearl 21 that my wife, Cheryl, and I enjoyed sailing on Barnegat Bay. However, our children did not, no matter how much fun we tried to make it. Lots of screaming when the boat heeled, and SeaPearls heel at lot. So the Pearl was sold. However, as a lifelong sailor I soon missed being out on the water under sail (I had an outboard skiff but it wasn't the same).

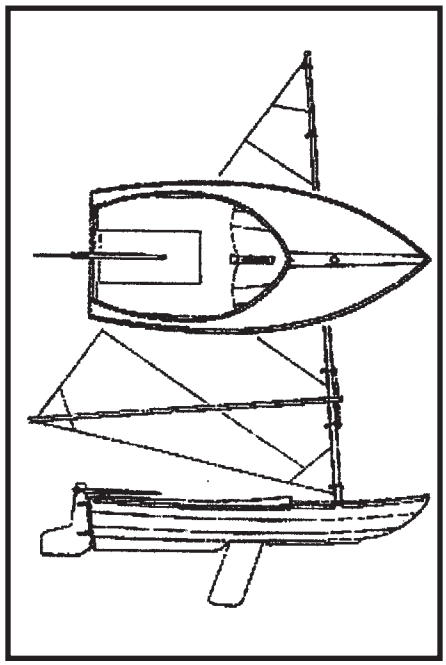
Shortly thereafter I ran across one of Fred's advertisements in *MAIB* and soon purchased a kit to build a Swifty 13, which is ketch rigged with a small cuddy cabin. After it was delivered I started the construction in my one-car garage which proceeded along nicely for a while. Then those inevitable things in life started happening. Work demands, kids, an addition on the house built by myself, various "seasons," etc. The Swifty languished in the garage half completed. Then the "when are you going to get that thing out of the garage?" questions started. Something about garages are for new cars and not half-built boats.

I went back to work on the Swifty but not with the same enthusiasm as before. What to do? Well, I found another ad in *MAIB* about donating your boat for a tax write-off. Needless to say the half-built Swifty 13 found a new home with some charitable foundation in Washington, DC. Hopefully it was finished and is on the water somewhere.

Now I was back in the same predicament. No sailboat and I was itching to go sailing. Enter Shell Boats again. I decided to get another kit from Fred, but one a little less complicated. I decided on the Swifty 11 because I like catboats and couldn't afford a Marshall Sanderling or a real Beetle Cat.

It took Fred a while to get to my boat as he had an order backlog at the time, but when it was done (the kit, that is) Cheryl and I decided to drive from the Jersey Shore up to Fred's shop in St. Albans, Vermont, and pick it up. When I told Fred which day I would be there he informed me that he had a previous obligation but would have everything ready and I would just have to load the crates and boxes in my truck. Despite the pouring rain that day everything went well. Fred left his shop open for us and we had no trouble loading up. (Fred, if you read this, I'm truly sorry I didn't get to meet you in person. You sure seem to be an interesting guy and a trusting one as well to leave your shop open for us. I guess I've been living in Jersey too long.)

After a nice dinner, an overnight stay in Vermont in a cheesy motel room (makes for interesting memories), and a cool ferry ride on Lake Champlain, we brought the kit home. Again I cleared out space in the garage and started construction. And again life interrupted, only this time not in a good way. Three years ago Cheryl passed away, the result of a motorcycle accident that should have killed me as well. I have my belief as to why things happened the way they did, but I digress. That is a story for another time and place.



Swifty 11

Length: 11'0"
Beam: 5'2"
Weight 105lbs

After I healed physically I was not inclined to work on the Swifty, much less anything else, due to my state of mind. However, Cheryl's father, Capt. Bob Reddington of Catboat Association fame, told me I should finish the boat to keep myself busy as I was temporarily away from work to heal in another way. He said that was how he was dealing with his grief, by staying busy. So I went back to work on the boat.

I completed the assembly and epoxy work (and burned out a cordless drill in the process). Then came the sanding, oh, the sanding! Belt sander, palm sander, by hand, lots of sanding and more sanding. Next I painted the interior of the boat white, left the decks and spars natural, and painted the hull red with yellow rub rails and transom. Red and yellow you ask? Well, cardinals were Cheryl's favorite birds and she believed they were always a good sign when we saw one. The boat is appropriately named the Redbird. Capt. Bob was right and I know she's smiling somewhere because I finally finished one.

Note: I would recommend Fred's kits to anyone considering building a boat. He has enough designs in his catalog to enable you to find something you'd like. The kits go together easily and you can both tweak the little things and finish the boat however you want, yacht quality or work boat. There were a few problems on the maiden voyage such as a cracked rudder, a bad glue joint on my part which a screw and some epoxy glue took care of, and a dagger board that kept popping up in the trunk. A piece of shock cord stretched over the top of the board and attached to each side of the trunk cured that. The sprit sail is easy to rig and works well. I do wish the cockpit were deeper as these old legs ain't what they used to be, but what can I expect from an 11' boat? It is fun to sail and isn't that the whole point?

Building a 50” North Carolina Oyster Sharpie Model

By Thomas Pratt
Reprinted from *The Model Yacht*, newsletter of the U.S Vintage Model Yacht Group

I have always been fascinated with vintage and traditional model sailing craft, and when I saw how well the sharpie schooners performed at the Solomons Island Model Boat Club Regatta at the Calvert Marine Museum at Solomons, Maryland, I had to have one. This led to a sharpie building program with our Seniors Model Builders Group here in the Cincinnati, Ohio, area and other individuals around the country have also caught the bug.

Building a radio controlled model of the North Carolina Oyster Sharpie has been so rewarding that I would like to share this unique boat with others.

The sharpie hull design is somewhat obscure but appeared to originate in the US sometime in the early 19th century and is characterized by its flat, bottom skiff-like hull, usually 20’ to 60’ in length.

Various sail configurations were used and the boats were commonly rigged with one or two masts. Larger sharpies were most often rigged as gaff schooners and were used primarily in the fishing industries. Smaller sharpies were open boats and larger ones were decked over with cabins. All were fitted with centerboards to improve sailing qualities. For more details on sharpies, refer to *American Small Sailing Craft* and *American Sailing Craft*, both by Howard I. Chapelle, and *The Sharpie Book* by R.B. Parker.

The sharpie schooner model that impressed me so was the 50” LOD models of a 44’ North Carolina Oyster Sharpie Schooner that some of the Solomons Island Model Boat Club members had constructed from templates made by member David Querin. I contacted David and he generously shared all of his data with me. David’s design for his 50” model was developed from detailed line drawings by Howard L. Chapelle published in the March 1981 *Nautical Research Journal*. Using Chapelle’s lines I made scale drawings in CAD for the same 50” sharpie model. CAD drawings would allow me to use my recently acquired small laser machine for part cutting.

The only variations from Chapelle’s lines for this model was an enlarged rudder and the use of a fin and bulb in place of the centerboard. Because of its shallow draft and subsequent inability to carry weight at any depth, a sharpie model would be severely effected by the cube/square effect of scaling down a large sailing vessel. These two modifications make the model a lively and fast sailer. Because the rudder and fin can easily be removed, this plan includes a scale rudder and centerboard for display purposes.

I am a member of the Blue Ash, Ohio, Senior Center and the center has a very active model building group. We meet every Wednesday morning at the center to build models of all sorts, boats, planes, engines, and share ideas and past experiences. With the sharpie being a relatively easy build, flat bottom, flat side hull design, I thought it might be a good entry level boat model for the group, and using the laser, making duplicate parts is very easy. I presented the idea and inquired if anyone else was interested. Much to my surprise seven signed on to build the sharpie and with myself made eight. Every one chipped in to cover the cost of materials.

Laser cutting can produce very clean, precise cuts to tolerances in the +/-.001” range and without the laser cutter this would be a very ambitious project. Making multiple parts with a laser is as easy as telling your printer how many copies you want. In fact, the laser is plugged into the computer through the printer port. Using Model CAD to generate the fine line drawings required it is simply a copy and paste operation.

The proof of the pudding; our sharpie model on the water.

The computer thinks it is talking to a printer when, in fact, the laser machine is similar to the extent that the printer head is, instead, a lens, through which a laser beam is directed through a series of mirrors. The lens is focused on the surface of the material to be cut or engraved. In this case the focused laser beam was .003” in diameter and generated a temperature of 5,000-plus degrees. Power and speed settings are available for various materials. These smaller machines have insufficient power for cutting metal but handle wood and many plastics handily. When cutting wood the .003” beam has an overburn of about .003” per side which gives a cut width of under .010”. For most model applications this is plenty good enough, however, the CAD drawings can easily be adjusted for the overburn amount and exact size parts are thus produced. In the machining trades this is known as “tool compensation.”

Learning to draw with the CAD system was a bit of a twist for this old tool designer, but once mastered I wished it had been available years earlier.

For a one-off ordinary model the CAD laser cut method may be a wash from a time standpoint for an accomplished builder, the advantage becomes apparent with complexity, detail, and duplicate parts. This is where the laser really helped our builders. I could quickly knock out the eight sets of frames which would save individual builders much time and the tedious process of laying out or tracing frames on plywood and then cutting them out on band or scroll saws. With this approach we would all start at the same time setting up frames of the same precise dimensions and the planked hulls would be virtually identical. Because of its excellent laser cutting qualities and low cost, I elected to use ⅛” Baltic birch plywood for the entire hull. A single 60” square sheet would just make each boat. Sheers, chines, keelson, and king planks were sawn from select white pine.

Since the experience level of the group was rather varied I decided that a weekly step-by-step procedure with weekly instructional handouts would probably work best. The more experienced could work ahead at their own pace. This proved to work out exceptionally well. I provided building boards with frame station blocks in place to which the identical sets of laser cut frames and stem blocks could easily be fastened. The sheers, chines, keelson, king plank, and stern formers were then glued in place.

This boat framed up very fast and, as anyone who has ever assembled a good laser cut kit will know, this is a fun building experience. The sides and bottom were then glued on. At this time the framed up hull was removed from the building board and turned over for top details and deck.

The two masts were set in ½” ID brass tubes which were set in socket plates on the keelson, the tubes extending up through the king plank and deck. The bottom of the masts were set in ½” O.D. brass tubes. This arrangement enables quick and easy removal of the masts if snap type clevises are used on the stays. A fiberglassed lined box was made around the keel fin and inserted through a slot cut through the bottom and keelson and was glued to the underside of the king plank. This allows the keel fin with its 6lb lead keel bulb to also be removed for easy transport. It is held in place with a pin through the box and fin ¼” below the king plank. The deck could now be attached, which in this design is three pieces of ⅛” plywood with laser engraved deck planking complete with treenails. Cabin, main hatch, bulwarks, railings, bowsprit, and rudder bearing tube were next.

The masts and booms were made from choice dowel stock and tapered as per drawing. Three-quarter-inch plastic rings from a sewing store were used as mast hoops. The sails were cut from ripstop nylon, also obtained from a local sewing store.

Sail control is a belt drive system which controls all three sails from a single large servo. The 2006 fall issue of *Model Yachting* contains an article about an “Alternate Sheeting System Belt Drive.” I used this system but instead of the RMG Smart Winch, I substituted a HITEC HS-785 Sail Winch. With a 1” diameter drive sprocket the HITEC Winch will easily handle the 1,400 square inches of sail and provide over 10” of sheet travel. An excellent system, compact, self-contained, easily mounted under the deck and, best of all, no slippage ever. Small timing belts and pulleys are off the shelf items and inexpensive. I purchased the timing belts and plastic pulleys from McMaster-Carr supply. The spline socket had to be adapted from the HITEC pulley to the timing belt drive sprocket.

We had a freak 79° sunny day in late March and as I was the first one finished I headed for the pond to try her out. I couldn’t have been more pleased. She floated right on the waterline, scooted straight across the pond, came about in her own length, and scooted straight back. With such a shallow footprint in the water the acceleration is amazing. The full size sharpies were known

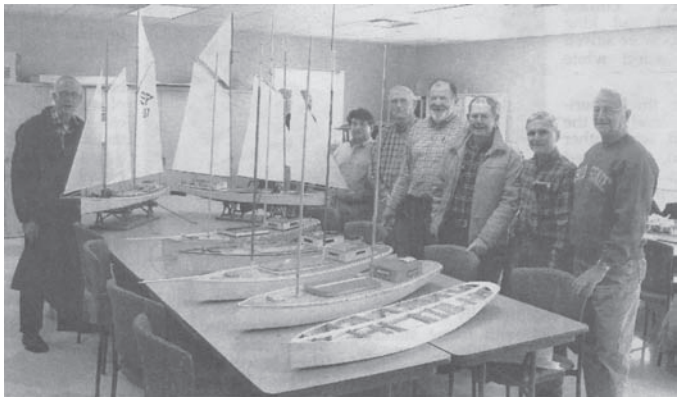
for their speed and handiness and this model promises to maintain that reputation.

This has been a very rewarding experience for me and, as a group, we seniors have had a lot of fun building sharpies together. Even though we all started with identical parts and the hulls, sails, and keels are the same and should perform on an equal basis, they still all look different. Each builder had his own idea for color scheme and other details which will make a pretty sight on the water. The whole group project was only made possible by laser technology. Through the use of computer generated drawings it is possible to design parts that align and fit perfectly. This can often dramatically reduce fitting and assembly time. There is, of course, no substitute for old time craftsmanship and in the end that is what will ultimately show.

For anyone interested in building a traditional scale model schooner that will catch every eye at the pond, this unique, snappy performing 50" sharpie will do it. With an all-up finished weight of just 14lbs this model is easy to carry and launch, and with its easily removable rigging, masts and fin it will transport in practically any vehicle. Since George Surgent, Commodore of The Great Schooner Model Society, built the first known RC model sharpie in 1998 the popularity of this model has been gradually spreading. Approximately 20 50" sharpies of this hull design are known to have been built. The potential exists for a radio controlled traditional model class.

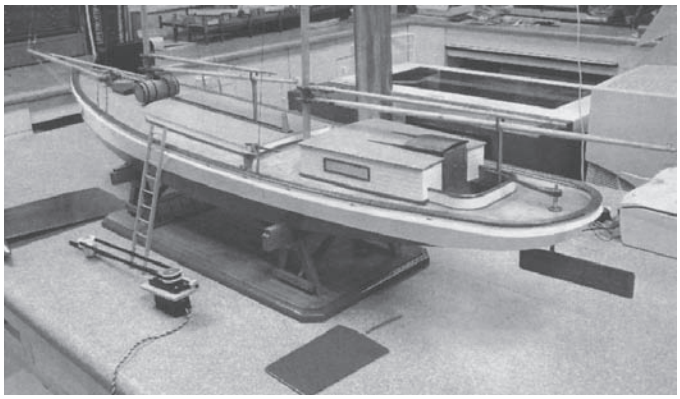
A laser cut "frame only" kit with a set of instructions and sail plan for this 50" sharpie is available at a nominal cost. A frame-only kit will jump start the builder to a fast and accurate frame up but requires the builder to furnish all other materials, fittings, and sails.

For those interested in more information or a frame-only kit contact USV-MYG Midwest VP Tom Pratt at tomsprotoshop@embrqmail.com with a subject line "Sharpie kit."



A fleet in the making. Don't let that simple shape fool you, these boats can really move through the water.

The North Carolina Oyster Sharpie with the radio control accessories in the foreground.



In My Shop
Truck Topper – 2

By Mississippi Bob

I left you last time with a boat all wired together but no glass. I am building a stretched version of Bolger's Car Topper. I am building this as a stitch-and-glue boat. The hull is setting on a set of knee high horses, this puts the boat at a comfortable height to work on the inside. I learned later that a few inches higher would have saved some back pain.

The boat is very flexible at this stage and I wanted to get things true before making it rigid with the glass tape, thus locking in any big errors. The boat was nearly level where it sat so a few thin wedges shimmed it up just fine. The transom got tacked in where I wanted it and it was time to start taping the inside seams.

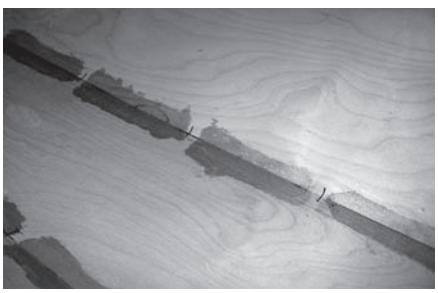
Temporary transom in place.

All of the wire ties were 8" apart so I decided to put 6" tabs between each set of wires. On this boat I would tape the seams in two operations. I would tape between the wires first, then I could remove the wires and tape the entire length of each seam.

I improvised a cutting table from a half sheet of plywood and laid out a piece of fiberglass cloth on it. I started by cutting several 4" strips on a diagonal. This was all cut at a 45° angle to the weave. I then cut these pieces into 6" lengths. Each piece, about 80 of them, got rounded up so there were no corners. There were a few places where fibers could come out of the weave. These places were only on the rounded ends. The loose fibers were removed. I now had 80 patches that had no edges to unravel. Sounds like a lot of work, right? Believe me, it is worth the extra effort as I get a much neater finished product.

I vacuumed out the bottom and was ready to mix resin. I spread these patches out where they belonged and mixed a small batch of resin. I found a cardboard box about a foot square and put it in the bottom of the boat. I used it for a surface to wet out the patches. I am always amazed at how much easier it is to wet out glass if I lay the pieces onto a surface that is already wet with resin. These wet out pieces were then transferred to the surface between the wires. Being cut on the bias, they could easily be stretched longer or wider. They usually have plenty of resin on them and all I need to do is push them down in place and give a few strokes with a chip brush and they will bond very well.

Tabs in place between wire ties.

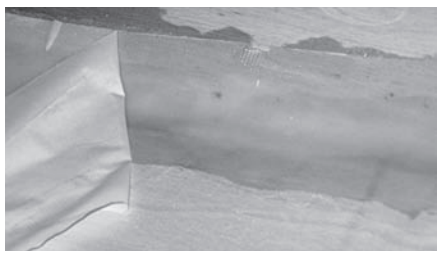


On this job I stretched the pieces, using the brush, to where they didn't quite touch the wires. I then laid on some Peel Ply and pressed it down with a small metal roller. The transom tabbed in at this time. It was tacked to the sides so there were no wires to get in the way. I used overlapping tabs and did the entire joint. I then did a second wider layer over the first one then more Peel Ply.

The next day I removed the peel ply and cut and removed all the wires. I could now glass the inside seams from end to end. I cut all the glass that I would need and laid it in the bottom near the seam where it was to go. These tapes that I made were also cut on the bias with rounded ends. Bias fabric lays in smoother and doesn't unravel when worked.

Before glassing the seams I mixed some resin with colloidal silica and did a fillet. I even went over yesterday's tabs. I troweled this mixture in with a ½" radius tool that I made out of 1" scrap of plywood. By rounding up these corners I get a much stronger joint than just taping into the corners. I did one seam at a time and laid the glass tape that I made over the wet fillet. I used Peel Ply at this time also to get a smooth edge on all the tapes. I have to be careful when laying the Peel Ply that I don't press too hard over the fillet as the roller can move the fillet material about.

I did all four seams, then went to work on the stem. This boat has no wooden stem piece. I don't feel that it is needed. Using the same tool used to install the fillets on the bottom I did the same to the inside of the stem. The fillet that I created filled the forward 1½" of that seam. This, along with some bias tape, is much stronger that any wooden stem piece.



Removing the Peel Ply showing a very smooth surface.

The next day, when all the Peal Ply was removed, the joints got a light sanding and the entire interior got a coating of epoxy. I applied this with a squeegee and spread it as thinly as I could, trying to press resin into the pores of the wood. I finished this off with a short-knapped roller to assure a uniform coverage. A couple hours later I gave it a second coat to seal the surfaces.

I decided to install the seats before turning the boat over. The boat was still flexible and my seats would do a lot to stiffen the boat. The boat is getting a wedge-shaped bow seat and a stern seat that is rather sculptured. Both of these seats are made up from two thicknesses of the 6mil birch plywood. The two center seats have an additional layer of mahogany marine plywood that I had lying about.

These parts were all made a bit oversized and trimmed and beveled to fit into the seam between the top plank and the bilge panel. The lower panel is nearly a 45 to the world and I felt that this shape would help hold up the seats. All of the seat parts got two coats of epoxy top and bottom before I installed them.

Placing the center seats was strictly by guess. I wanted a solo rowing station far enough forward that the boat would only be slightly stern heavy when rowed solo. I then added a forward rowing station, leaving me just leg room from the solo seat.

When I was happy with this placement I mixed some resin with the thickener and buttered up the ends that fit against the sides. As I set them in place thickened resin squished out so I know that they made contact. I used a gloved finger to create a radius and a small fillet. I later came back and did a more substantial fillet and a bias tab the width of each seat.

I didn't use my trusty Peel Ply on these tabs. I was sold a type of plastic that was a lot cheaper so I tried it. I will have to sand these areas. The new stuff didn't do the same job. Next time I'll use my $7 plus a yard of Peel Ply.

The boat now got rolled over and I could see the bottom shape. I liked what I saw. At this time I laminated a layer of mahogany plywood over the transom. This will look classy when the finished hull gets some varnish. I am also planning to add an inner skin to the transom, more mahogany. This will bring the transom up to ¾". I am planning to cut handle holes into the top edge of the transom and think that I may add one more layer both inside and out surrounding these carrying handles. This will bring the area around the handles up to about a full 1". All of the inside edges can get trimmed with a router and sanded. This should add a touch of class to a simple rowboat.

Next I began rounding up the corners with my belt sander. I cut down into the plywood through a couple of layers, I now had a ¼" radius and went to work with my aggressive fairing tool, back and forth by hand until I was reasonably sure that edges at each joint were fair. I finished sanding the outside with my larger half -sheet orbital sander.

I swept off the hull, vacuumed the joints and all the wire tie holes, then mixed some resin and began applying it with a short roller. I worked this into the plywood as far as it would spread. As soon as the entire hull was coated I mixed another small batch of resin, added some colloidal silica to thicken it, and squeezed this into all the joints and holes. I let this cure, then gave the hull a thorough sanding with #100 grit paper. I now had the boat ready to glass.

Glassing the outside of the hull is pretty straightforward. I stretched the glass out over the hull and trimmed it to length. I cut it off at the transom as I planned to do that section first. The 60" fabric draped nicely over this multi-chinned hull but it fell short of the edges near the center of the boat. The fabric was about 4" shy at the center and a section 6' long will not get a sheathing. This is not a biggie as this part of the hull don't take much abuse anyway.

The extra glass got trimmed off. I then pulled the fabric back from the ends as I wanted to glass these areas first. I cut a piece of glass that would cover the transom and about 1" onto the other panels. This piece got stapled on in a couple of places to hold it there until it was wet out. I also cut some bias strips to cover the stem. I wanted at least three layers on the stem plus the sheathing fabric which would give me four thicknesses to take the bumps.

I am now ready to begin glassing the exterior of the boat. That is where we begin next.

Chesapeake Light Craft Offers Guillemot Kayak Kits

Top Kayak Designer and Kit Manufacturer Form Joint Venture

Internationally recognized kayak and small boat designer Nick Schade has teamed up with Chesapeake Light Craft to create boat kits based on Schade's designs. With customers in over 60 countries Nick's company, Guillemot Kayaks, has earned worldwide respect as a source of beautiful, high performance kayak plans. Since 1993 do-it-yourself builders have used Schade's plans and instructions to craft their own small boats at home.

"This is an exciting partnership," says Schade. "I can expand my business and reach a broader market and CLC's manufacturing expertise and customer-centered approach will be a huge benefit to my builders." With his 1998 book, *The Strip-Built Sea Kayak*, Schade established Guillemot Kayaks as one of the foremost authorities in the "strip-built" boat building process. This technique utilizes thin strips of lightweight wood encapsulated in fiberglass and has gained a reputation as a straightforward way for builders to assemble an ultralight boat.

Designer Nick Schade surfs Night Heron.

Petrel at rest.

"I've always been a great fan of Nick's work," says John C. Harris, president and CEO of Chesapeake Light Craft. "He's a sculptor in wood and one of the best kayak designers on the scene. He's a perfect fit for CLC's do-it-yourself crowd." CLC ships thousands of boat kits each year and has carved out a niche as a primary source for amateur boat builders.

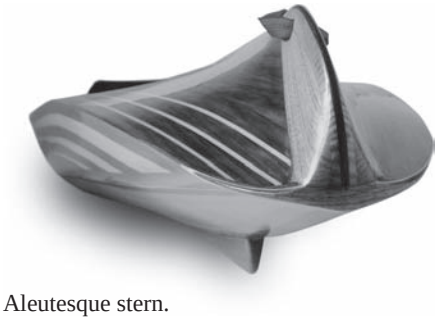
CLC uses computerized machinery and a large staff of skilled craftsman to prepare boat kits for their own large line of kayaks and small craft as well as for other boat design emporiums including *WoodenBoat* magazine.

Guillemot offers both plywood "stitch and glue" and cedar strip boat designs. CLC will be supplying computer-cut plywood parts, pre-milled cove and bead cedar strips, and precision-cut building forms along with the requisite fiberglass and epoxy supplies for Guillemot's full range of boats.

Contact Information:

John C. Harris, Chesapeake Light Craft, 1805 George Ave., Annapolis, MD 21401, (410) 267-0137, http://www.clcboats.com.

Nick Schade, Guillemot Kayaks, 824 Thompson St., Glastonbury, CT 06033, (860) 659-8847, http://www.guillemot-kayaks.com/.



Aleutesque stern.

Petrel.

Below: Night Heron at rest.

Dave Grainger breaking out in Petrel.

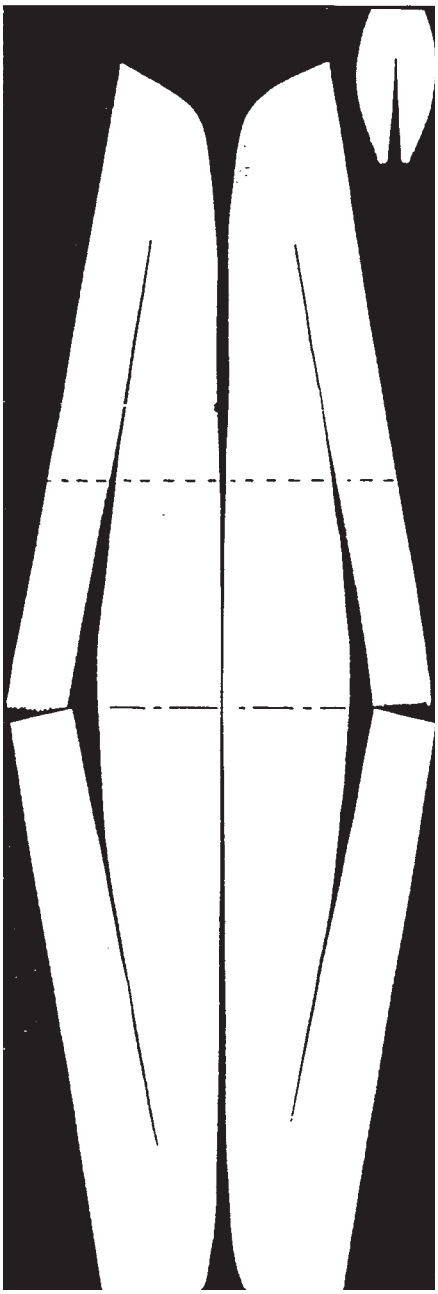
Swamp Yankee Solo Canoe

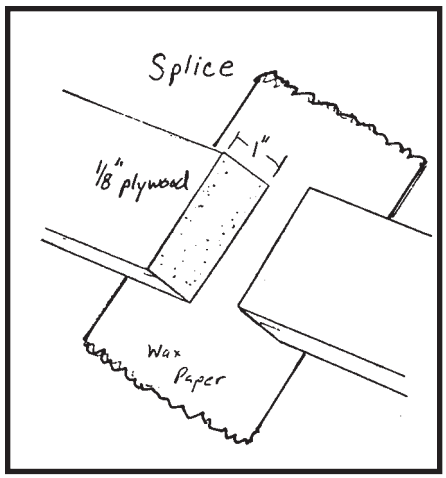
By Bob Sparks

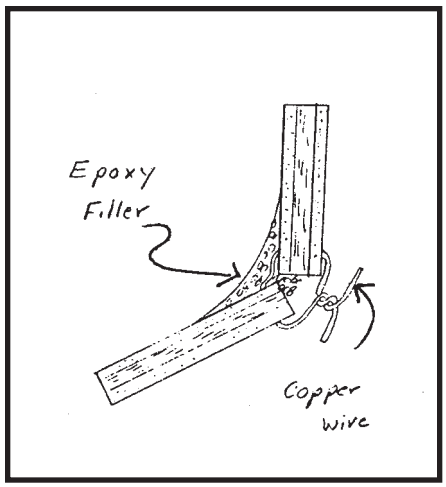
In 1985, while building a 14' Sharpie of about 110lbs, I was thinking there had to be a decent boat made with the least material, time, and money and that would still be safe going through boat wakes. I found that 4'x12'' would give me such a boat. One-and-a-half sheets of ⅛" plywood would work out to be a Solo Canoe (with enough room for the dog or camping gear), 11' long, 28" wide, and about 25lbs. Perfect. Fits in a hatchback car, on a roof, or in a small pick-up, and I can carry it easily. Quick and dirty. Like origami, fold, wire, epoxy, and go!

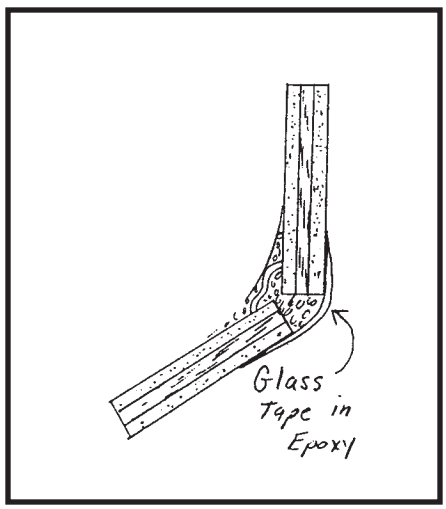
The scrap left over is enough to make a double paddle with not just flat blades but with a little cut, a little wire, some epoxy, and a closet pole, a spoon blade double paddle.

There is no building frame or ribs, making for a smooth, clean interior. If you can cut out valentine hearts, lace shoes, and spread peanut butter on crackers you can build this boat.









Materials

1½ sheets of ⅛" plywood
1gal epoxy and hardener
2 containers epoxy thickener #406 and #410
Auto body filler spreaders
1 roll 18 gauge copper wire
12 yards 2" glass tape
Assortment of sandpaper
1'x 6"x14' board for trim
8' closet pole 1⅛" diameter
1qt freezer bags or plastic cups for mixing epoxy and thickener

Tools

Ruler
Pencil
Sheetrock knife
Pliers w/ cutter
1/16" drill and motor
Sanding block or power sander
Small hand plane

Price for material is less then $170. Time to build is about 35 hours, weight about 25lbs.

(1) Splice the 4'x8' and 4'x4' sheets of ⅛" plywood to make one sheet 4'x12'. I scarf it 1' each piece.

(2) Cut this in half lengthwise.

(3) Place these on top of each other and mark out two ends as on drawing, use the center as a line up mark on both pieces both sides.

(4) Save the scraps because you are going to make a double blade paddle from them, go to (15).

(5) With the two pieces still together drill wire holes from tip of each end about 2'-3' apart (I like to make these close because of the copper wire), put wire in but make them real loose when you twist them together.

(6) Now spread them apart (I use cement blocks and bricks to hold them in place).

(7) Starting from one end drill a couple of holes and wire them each side from inside out, then each end three or four at a time and keep shifting back and forth.

(8) Now as you work you can put in spreaders at various locations, try to keep them about the same end for end.

(9) The middles of the sides have to be trimmed and spliced together with epoxy, before doing this you should block up the ends and check the sides, it should look good. If not, just wiggle it around and brace it until it looks good.

(10) After the splice on each side has set, tighten up on all the wires to bring it into shape.

(11) Push wires down tight to the wood. Mix up epoxy and filler, spread over wire into seams. Make any adjustments.

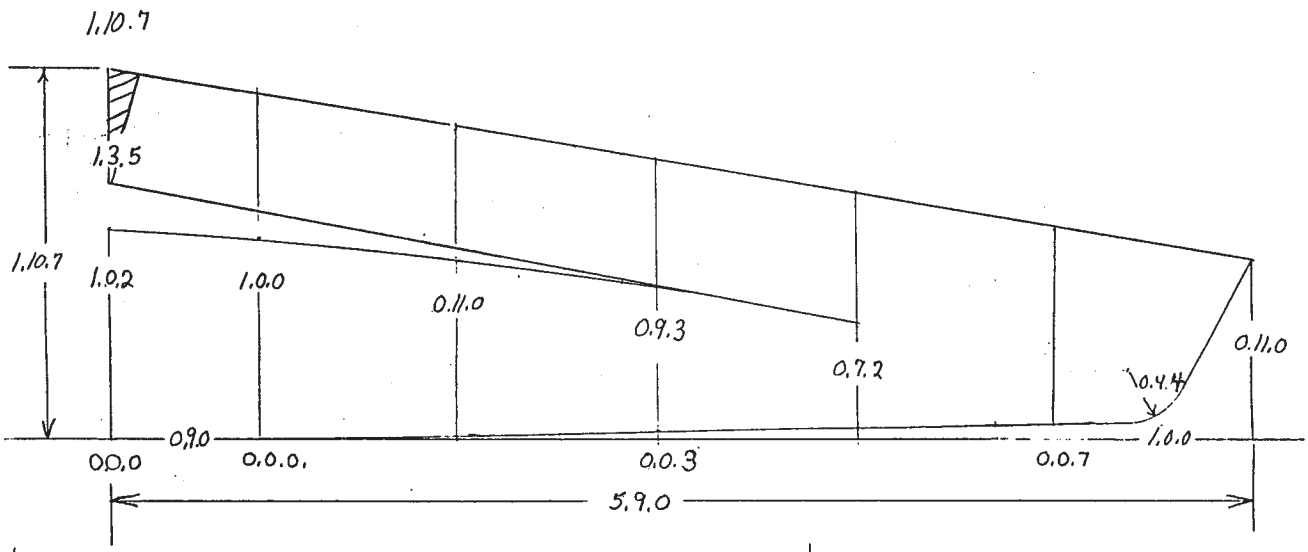
(12) With epoxy set, turn boat over, cut and grind wire off flush with wood, trim up any epoxy drip from seams, run the glass tape over outside seams, and epoxy any bare wood inside and out (three coats).

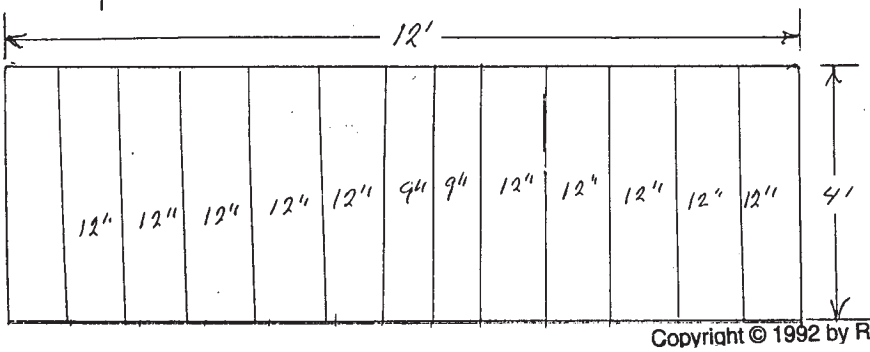
(13) Turn right side up, trim to taste with two braces, use one for back rest and the other as a foot brace (they should fit you), back brace should be 14" back of center.

(14) Sand and finish. Good luck and have fun.

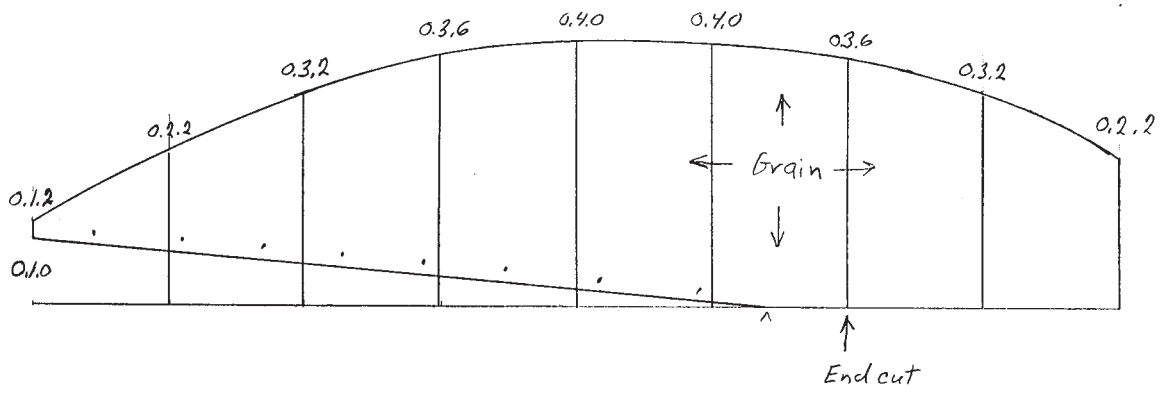
(15) Mark and cut two blades, stitch together with twist on inside, glass tape outside, cut wires, grind. Take closet pole, shape ends to fit epoxy, hold in place with brass brads.

(16) Go back to (5), you'll be glad you built the paddle first.



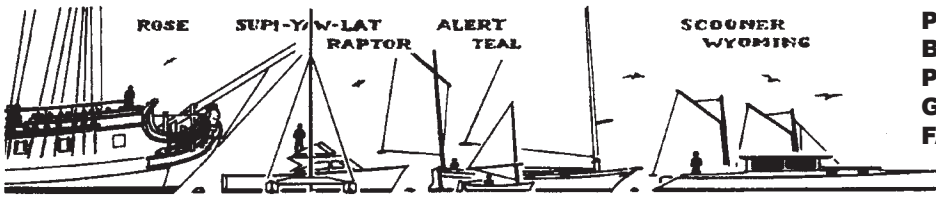


Solo Canoe	
1½" = 1'	¼ SHOWN
By R. W. Sparks	
8/90	¼ of



Base Line Dis.
2" = 16" = 96 sq in
2¼ = 18" = 108 sq in
2½ = 20 = 120 sq in
2¾ = 22 = 132 sq in

⅛" ply wood	
½ Concave Spoon	
Paddle	Blade
R W Sparks	
7/4/91	Branford Ct.
For Double Paddle	



PHIL BOLGER & FRIENDS, INC
BOAT DESIGNERS
PO BOX 1209
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FAX 978-282-1349

Bolger on Design

Messing About in Fishing Boats
Chapter 6 – Part 2

Again the name of the concept is "White Eel" and in our new designation it would be a 20K110/70D, a 20,000lbs carrying hull, pushed by 110hp continuous rating engine, measuring 70' in length in a displacement configuration. On with the text:

Ground Tackle

The arrangements shown speak for themselves.

The smallish ground tackle well, to be covered with green water capable aft-hinged lid, should suffice for respective exercises and hardware location.

We're showing a single electric capstan (industrial supply gear with 110vac soaking locations rated electric motor well protected actually, or commercial unit) with straight pull over starboard cathead and sheave to use port cathead. And we'll open up that space to allow a Simpson Lawrence 555 two-speed manual backup to reside in splendor and ergonomically correct position.

Her 85lb Delta anchors are shown, for instance, to see clearances for least bow scraping potential during routine anchor maneuvers. Our 31,000lbs *Resolution* once dragged both 75lb CQRs, confirming our preference for heavy brakes irrespective of latest test results as one can never be sure about bottom type, and sheer weight and sharp edges will likely save the day. Since with her weight, though of very limited comparative aerodynamic drag, her anchors would be beyond comfortable manual manipulation, lifting freely the capstan won't know the difference between a say 50lb and the shown 85lb units, while the likelihood of staying put in a blow is much higher with the latter. For the sake of cheapening production cost, ground tackle culture seems to have been influenced more by bean counters (and chiropractors) favoring light hardware flavors than by common sense, knowing better than to put your life and home at risk hanging on a super-light personal accessory.

Starboard side presumed to be all chain with the port side the usual mix of rode and chain.

Apart from keeping anchors always ready to go, the catheads as integrated into her deck structure happen to widen it just enough to get some badly needed real estate where it inherently is most slender. Acting as a big spray rail and offering good additional reserve buoyancy over a near slicing bow section, this is very welcome and structurally very well supported. When they hit solid water, you really need them…

While the low vee-breakwater on deck should indeed help break up solid green water, the wheelhouse front will be as massive as we can make it to resist anything that comes over her 6' high bow. We'd keep the anchor well covered to reduce water weight gain when it would be most likely, rapid, and least desirable.

For additional options we're showing a 75+lb Danforth. Depending on severity of condition and with known bottom, this type might be more appropriate. But since it would have been too sprawling to hang off her bow, and it surely is too heavy to casually put from here to there on a whim without likely damage to the boat and body, we've hung it off her tailgate. It would have a 100lb buoy attached on say 4' tether plus a short length of chain; a) to never just drop and lose it, and b) to allow floating it, c) pulling it via a line shackled to its shank towards the bow where d) the capstan used to lift line, buoy, and anchor, e) shackle the anchor onto the ground tackle chain for regular use, and finally f) detach line and buoy.

While somewhat clumsy it's better when really needed or when one feels like using it, this seems easier on boat and back than any other solution and might just take five minutes with the help of a small rope winch attached to tailgate rail to both lower and retrieve the beast via line,

We have not yet shown a 35lb kedge but it could also reside on the gate, handily mounted to be tossed overboard at moment's notice to act as a brake going downhill on the Rhine suddenly suffering engine, prop, gear or rudder trouble.

Living Aboard

Again, the arrangements speak for themselves.

Children's Cabin

Escape hatch over where drip will hurt least.

Overall 13+' long with an even 6' headroom where it matters.

As yet non-opening windows with height dictated by safer location above rub rail, located too high for distraction during school and homework but still usable to peer out from on top of berths.

Two full-size berths with personal storage underneath plus deep storage down into the forefoot structure, unlike Tahiti, through perforated bottom plate but backed up by equally solid bow cutwater plate plus full height collision bulkhead.

Playroom with 7'x7' flat floor for Legos, doll surgery ward, art studio, etc. with under floor storage of toys while flip-up individual tables hung off sides plus folding chairs would quickly transform this into a classroom/study hall, again with chair or large table storage below floorboards.

Two volumes to be divided up as per preference into 2' deep hanging locker and drawers/shelves space, possibly full height from hull bottom to underside of deck; i.e., 7' vertical volume.

The Wheelhouse – Dining Room Galley – Dad's Office Area

Its location dictated by heavy weights demands.

6'8" headroom throughout, to be reduced some for more overhead insulation.

Over 17+' long and on average 8' wide with aisle width adequate where it matters.

Elevated seating throughout so even the youngest kids can see out.

Helm and copilot benches for full but shaded view ahead (booster cushions for the kids?) through 36" high vertical window framing and 24"+ actual glass, and near full 360° horizontal feasting on sights.

Helm seat over non-elevated floor to allow standing at the helm in conjunction with flip-up seat, plus foot rests forward for comfortable seated position, under autopilot one might sit at the dinette and do some chart work.

Limited but adequate level surface ahead of helm to keep current chart for instant reference.

Mostly overhead engine gauges including (?) throttle and shifter quadrant upside-down to starboard of head.

Protected foredeck access via steps up the port side to top of dashboard with aft sliding hatch overhead, requiring swivel on the butt routine to get the legs out and forward onto her foredeck but retaining maximum structural integrity of wheelhouse front with least construction convolutions and most likelihood of watertight hatch detailing.

Options abound for grand hatch/skylight over dinette and forward benches as well.

Ditto for matching photovoltaics areas to stretch her no-combustion cycles further, plus teaching the kids some, windmills on her stern quarters.

Lots of glass area in general for full visual for all aboard with as yet unspecified opening geometries on just enough of the windows (screened) to get enough nature or industrial stink into her house.

Windshield glass near armorplate in massive ply laminated framing with just the center window opening top hinged forward for tight dogged lock.

Windshield raked forward for least glare and reflection for the forward positions, plus 360° roof overhang to reduce heating up from summer noon light, plus less rain dirt, assuming deployment of 12"x34" fenders before coming alongside any house-high structures.

Full time fender storage for four 12"x34" fenders on top of 15" wide waterway to port and starboard of house lashed down or deployed from within reach of sliding doors and opening windows to keep slime and grime outside, off her fore and boat decks, and certainly out of her house. Picture black stock units to withstand the worst grime of

industrial wharfs or creosoted pilings. When deployed, the 15" waterway is now de facto 24" wide for purposes of ducking here (between 60" and 70" headroom to underside of house top) and moving her lines up that slimy tie-up post inside lock

Full-size dinette for full family meals, overnight guests, and with two folding chairs from classroom should accommodate two hosts and four guests for an evening of good food and tall cruising stories like "we built this boat ourselves…" or " yes, she gets above three miles per gallon for serious range with 1,900 gallons…"

Galley stowage for pots and pans and foodstuffs under the dinette seats and floor via three full-width/length rollout drawers full of perfectly organized items, bolted shut when underway.

Just good enough galley counter space with deep sink(s) to keep the dirty china in place, a 30" stock 220vac smooth top electric range (clearly mis-drawn on the proposal!), plus flip up/over counter extension over starboard door companionway, separate fridge/freezer under each passenger and driver's seat bench close enough to tankage for short no-clog plumbing.

No hanging cabinet volume whatsoever, except for perhaps spice rack and certain towel hooks, etc.

30" wide port and starboard aft sliding door companionways to either step ashore or into dinghy/launch, with emergency gear under steps; i.e., throwable PFDS, pyrotechnics, etc., clearly labeled for port and starboard devices.

Smallish desk for Dad's ultra-compact, miniaturized, nanotech office sprawl, placement of which aft and on master stateroom level would have added net hull length and or shortened usable galley surfaces (suggestions? if we don't smarten up beyond this layout).

Access to boat deck via foldaway gentle grade companionway ladder typically stored to starboard (dotted square) with some obvious way to prevent stepping into the void.

Aft windows as yet not shown but conceivable with various payoffs between some book shelving for Dad's pico business library inside below and relative perforation of seat back of bridge above.

Access to battery banks underfoot below forward benches to check water levels etc.

The Head

Headroom of 65".

Centrally located don't look down toilet with 2" transfer/macerating pumped pipe to massive holding tank under house forward, allowing reasonable trim with least water plumbing convolutions at maximum fuel tankage and desirable battery location, with general fuel and water distribution center of manifolds, filters, electrical and manual pumps in 2'x4'+ floor space shown, details in final plans but already developed in other designs.

As mentioned, stock fiberglass 60"x30" tub primarily for showering purposes but also the occasional private luxurious full-fledged bath if one can afford 30-40 gallons a pop. No discussion yet of hot water generation or boat heating in general, but all Diesel based and electrically boosted such with flow through instant hot water device for galley and moderate personal hygiene consumption.

The Master Stateroom

No frills here either except the option to widen the berth from 5' to 6' to accommodate bad dreams of junior crew or just average comforting during crossing, when bow cabin would likely be least comfortable and one parent is running the show at the helm anyhow.

Up to 5x7' bookshelf capacity on paperback format, with some sacrificed for denture receptacle, glasses, etc. at lowest shelf level.

His and hers 2x5'+ 15" height x 12" deep under the bed storage (very successful in our house with stock assembled cabinetry) in slide-out bins or just stacking sweats, etc.

2' deep hold of at least 1.5'x5' volume for secret stuff, seasonals, etc. If mattress were raised hold would deepen proportionally.

5' wide x 2' deep by 6'4"/4'11" height closet volume shown.

Headroom throughout of 6'2" to 6'5".

Option to add 12" deep cabinetry to starboard, if slow dancing floor space is not required here.

Seriously insulated bulkhead door into engine room, possibly double door.

The Engine Room

Forward 6'+ headroom, diminishing to 4' near engine's alternator(s) aft.

The port side of the engine has the filters, injectors, alternator(s) which are thus all freely accessible, consider mounting a series of flip-down benches to plant one's butt and tools along several sections of the engine while contemplating the magic of metric wrenches. Driveshaft on centerline with metal shield over it protecting from 2,300rpm.

Some work surface forward and to port with spares under/over.

Two port lights but no dedicated escape hatch yet.

Spares in extreme stern such as paints and other infrequently used items.

Engine cooling air intake and exhaust as shown.

Ditto for dry-exhaust.

BF4M1013 proposed since it has wet liners for very easy rebuilding of cylinder walls on board. BF6M1012 6-cylinder should be somewhat smoother per given output, otherwise comparable.

This factory integrated radiator cooled unit allows serious withdrawal of engine heat for heating of the boat when underway, from windshield defrosting to keeping the wheelhouse comfortable.

Twin rudderstocks extend to upper bearing under ceiling with starboard shaft extending above boat deck level to accept jury tiller in case of hydraulics failure.

The Boat Deck

Properly so called with brutally uncompromised 16'x4' Brick-stretch, Birdwatcher configured for safety under sail and cabin volume, and to be built in foam/ply composite for thermals and unsinkability both for camp cruising and as a lifeboat in case of fire on the mother ship. To carry both 5hp Honda w/40w coil and 120sf gaff cat rig with tabernacle for instant folding and retrieving.

Launching shown via multi-rollered folding ply and dimensional lumber ramp, likely using ($70) manual worm gear winch for lowering and retrieving of ramp (which folds completely flush with stern profile) while employing small 12v electric winch ($150) for the boat's descent and ascent plus option of a free-wheeling, untethered crew into the escape pod gravity powered drop of boat over deployed ramp.

Option on mother ship to carry two Tortoises high in her hindquarters hanging off top rail.

Enough space ahead of retrieved boat to arrange resin chairs and folding table for in the sun dining or hanging out well protected behind 40"+ high rails throughout, or personal sun bathing if canvas is stretched between railing posts.

For parties, launch camp cruiser and point to the odd belly swoop in the deck that typically cradles the camper's belly.

Stern ramp fully doable in wood to avoid grief should an aluminum unit be whacked somehow, destroying retractability, wood would sacrifice itself and can be readily repaired/replaced.

Stern ramp could accept ½" solid ply panels to double as swimming/fishing platform if deployed on demand to respective levels and angles.

She has a second bridge from which to see the sights even better with everyone peering up at haunted castles or just 30' of oozing wet lock walls ready for the ascent up the Mosel. We'd plant a few umbrella sockets up there to do without permanent canvas work that would cost time and more money and still be in the way, while an 8'/9' market umbrella would be very inviting, effective, and can be dismantled for yet another low bridge in seconds.

Her 40" high deck rail life line system is meant to be of ply lamination throughout except for galv/ss wire intermediates below 3"x1½" cap rail. Standard stanchions are laminated to be attached to the inside of the raised deck sides before the deck goes on with slant cut joint there (table sawn) to get a consistent inward lean of rails, about 7" inward of rub rail edge, seriously reducing damage potential. This system can be prefabricated well ahead of time (tomorrow?), stored in its small pieces, is stout, avoids costly ss weldments/galvanizing problems, likely weighs less, is warm to the touch, can be repaired with onboard means, and could be modified for odd fastening challenges from BBQs to tuna rods.

And most importantly to us, there are no through-bolting issues that sooner or later leak, produce rot, or are thermal problems in winter with icy white fasteners below threatening with certain drip!

Finally, assuming two pelican hooked cross wires over her bow for anchor duty safety, the forward rake and then continuous run aft should allow smooth deflection of branches with not much to hook around and tear off.

Between the stanchions attachments below and this continuous sweep along the boat over decks and house make this a structurally and visually rather advantageous solution to the lifelines issue.

A Few Final Notes on Her Construction

We're assuming 4" bottom plate.

2" topsides with 2" blue foam for thermal realities.

Less ply w/more foam coring in the decks.

No insulation in the engine room.

As in Tahiti, hanging tanks with air surrounding them for better thermal protection frozen in.

Phil has lived in health on *Resolution* with a fraction of White Eel's insulation for 15 years full time through 14 New England winters, Susanne for five. Whether she was frozen in solid for weeks in a marina or blizzard whipped high and dry on blocking on land in below 0° surrounded by 112" snow,

with coal, then Diesel, heat she rarely was uncomfortable enough to really notice. Yes it was rustic and we wore winter clothing with wool socks, etc., but it cost just 2.2gals per 24 hours per winter season to stay warm. White Eel would be quite acceptable for northern European winters in London, Berlin, Amsterdam, and likely would cost less to heat due to her limited volume than a current home in Colorado might need.

Cost (in the year 2000)

Very preliminary indeed, just for rough orientation, not to be held accountable for..." Do your own! In terms of materials, hardware, gear, nav/comm stuff, etc., she should be well below a $100k target, perhaps closer to $75k including building crew plus moderate outside services:

$19,000 for ½"fir @ $40 x 470.

$11,479 retails/to us $8,053 for a BF4M1013 engine (Complete Power Unit configuration with integrated radiator).

$3,000-4,000for ZF Vee-drive gearbox very (!!) laxly quoted.

$3,000 likely for Aqua-Drive mounts, double shafting (4 CV joints) plus intermediate bearing.

$1,500 minimum likely for prop, shafting, stuffing box, stern bearing.

$5,200+ for batteries and connections.

$1,000 for three 140a alternators (cheap option) at between $200 and $300 each plus cables/switches.

We're now hitting $42k+, plus aluminum tanks for fuel and water, epoxy, woven glass, glass-glass, additional structural lumber, jig lumber, plumbing hardware plus, nav/com gear, ground tackle, interior decorations, etc., etc. It'll add up all right.

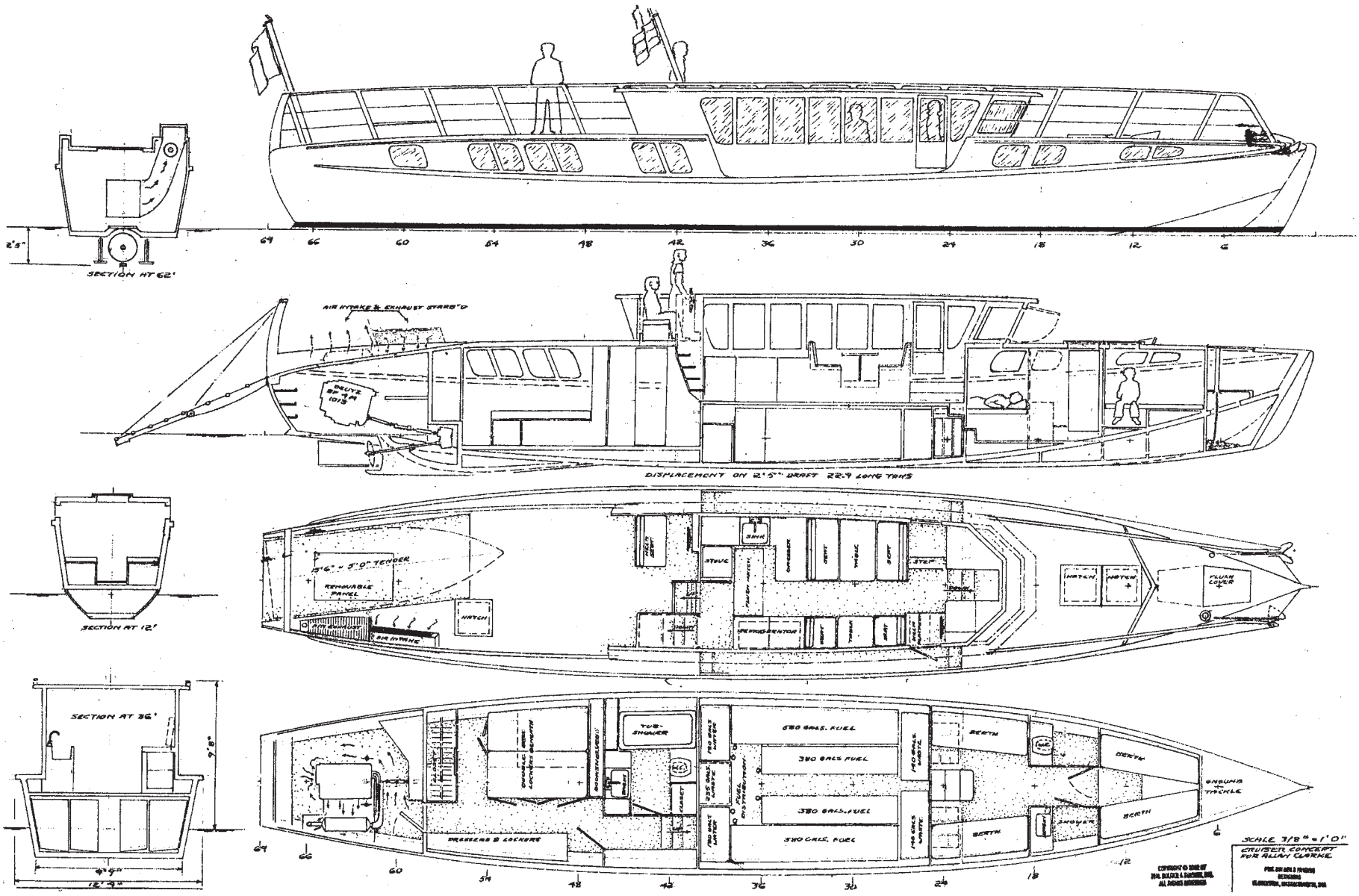
We've had quite a bit of fun with White Eel so far. We hope she'll excite you as well...

Now in the year 2007 these numbers will change but this proposal still appeals tremendously and only gains in conceptual relevance. We think so much of her to have her reproduced under the entry "Philip C. Bolger" (pp 48-50) in *The Encyclopedia of Yacht Designers*, created and edited by Lucia del Sol Knight and Daniel Bruce MacNaughton, W.W. Norton & Co., 2006. Alas, this massive large format 530-page heroic piece of work by Knight and MacNaughton is reasonably rare at $250.

The other graphic illustrating the diversity of our work is the photo of Burgess sailing his Queen Mab 7' catboat (#638).

White Eel is becoming one of our reference points for low power swift displacement hulls. One of these days, one of these days, one of these days we'll transform this study into a design...

Next issue we'll have more news and studies on this subject. Will this fish-stuff ever end ?


SECTION HT 62'
2'5"
64
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54
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6
AIR INTAKE & EXHAUST STARB'D
DELTZ 6V-53N 103 B
DISPLACEMENT ON 2'5" DRAFT 22.9 LONG TONS
SECTION AT 12'
13'6" x 5'0" TENDER
REMOVABLE PANEL
HATCH
BIN
STOVE
SINK
REFRIGERATOR
STEP
HATCH
HATCH
PLUNK COVER
SECTION AT 36'
9'8"
4'9"
12'7"
TOE-SHAKER
680 GALS. FUEL
380 GALS FUEL
380 GALS. FUEL
380 GALS. FUEL
PROPANE
FRESH WATER
235 GALS WASTE
FUEL DISTRIBUTION
BERTH
BERTH
BERTH
BERTH
SHOWER
GROUND TACKLE
DRAWERS & LOCKERS
SCALE 3/8" = 1'0"
CRUISER'S CONCEPT
FOR ALLAN CLARKE

From The Lee Rail

By C. Henry Depew

A call comes from a friend that he has motor trouble and needs a tow back to the launch ramp. He gives me the latitude/longitude coordinates from his GPS and I pull in my lines and head over to pick him up. The haze is a little heavy but I have his GPS coordinates and do not expect to have trouble finding him. I get to the coordinates, his boat is not there. But over some distance, just visible in the haze, is a boat about the right shape. I motor over and there he is. Why the problem? It could be my GPS unit or his. I forgot that a GPS unit tells you where it is in its terms, not necessarily in mine.

There are four major areas of consideration when using a GPS unit: the scale of the display, the projection used by the unit, the datum used by the projection, and the equipment itself.

The scale of the position file affects how the points lay down on a chart (or within a chart plotter display). If I am working at one zoom level and my friend is working at another zoom level there will be a difference in the perceived physical location on a chart, even with the same GPS coordinates.

Likewise, the projection used by his GPS unit could be different than the one my unit is using. If my unit is in one projection and his is in another, the coordinates could be different.

Likewise, the default datum used by the units could be different.

Lastly, a hand-held GPS's accuracy depends on the condition of the battery, the location of the antenna, and the constellation available when the unit is being used. If it is boat mounted unit there is still the potential constellation problem (how many satellites are being "seen" by the unit).

For most of us on the water, scale is only a factor when we are trying to enter a narrow channel (less than 300' wide) in less than good visibility (night, haze, fog, heavy rain, etc.). What looks acceptable at one scale becomes another matter when zooming in on the display and seeing that the dot representing my boat is off to one side of the channel (or will soon be out of the channel). The paper chart cliché, "small scale-large detail, large scale-small detail" is valid on my display/location plotter.

Checking the GPS setting will tell at what scale it is set. A scale of 1:240 means that 1" on the chart/display equals 240" (20') on the ground. The scale (1:240) is called the "cartographic" measure while the distance (1"=20') is called the "engineering" measure. Remembering that a map/chart scale is a ratio, the hard copy or electronic display may be easier to understand. One nice aspect of an electronic display is that most of them will allow changing the scale ("Zoom In" or "Zoom Out") with the press of a button.

The formula to determine the GPS reading vs. scale is: multiply the engineering scale (distance) by 12. An example given in the literature I am using for this scale discussion is as follows: the desired engineering scale is 1"=75'. That is, 1" on the map/chart equals 75' "on the ground." Knowing the scale of the chart (in the above example it is 1:900), one can figure out the engineering distance by reversing the formula. If the scale shown is 1:3,600, simply divide the 3,600 by 12 and get the distance information (1" on the chart = 300' on the ground).

Notice that I have written "relative accuracy." Most GPS units get one close to the location, but based on experience any non-engineering calibrated GPS reading is only close. Before I retired the GIS unit I worked in took all the GPS readings of the locations of every major electric power generation plant in Florida (taken with hand-held GPS units) and laid them down on rectified air photos. The point was someplace in the complex even though the readings had been taken at the "front door" of each facility. The results were "close enough' for our purposes, but not "precise."

While the zoom mode is obvious to most people, projection is another matter. There are a number of projections used to display the spherical earth on a flat surface. Each projection system has its supporters and detractors because what is a good projection for one purpose is not at all good for another (remember the large Greenland on the Mercator projection at school)? Most of today's GPS units use The World Geodetic System-1985 (WGS-84) as the standard projection. However, a unit might be set for something else because it is a hand-held unit used for hunting relying on an old USGS topographic sheet in the field. That topo sheet was probably created using the Transverse Mercator projection system (NAD-27) and the scale is 1:50,000.

My friend has a nautical GFIS unit set for WGS-84 and the Mercator Projection used for nautical charts (usually 1:80,000). My old chart of our sailing area is a Mercator Projection (scale 1:80,000 at Latitude 29 degrees 54 minutes using North American Datum 1983 World Geodetic System 1984) current in August 1991. There have been so few changes in my area that I have simply updated the old chart with the new (one navigational aid added) information.

The impact of using a different projection setting in a GPS unit was brought home to me while I was still working. One project had the Emergency Management staff in each of Florida's 67 counties collecting location data (latitude/longitude) on all the facilities in that county considered critical to a disaster response (hospitals, schools, fire stations, etc.). In one case, I received a data file that plotted out to three different locations (one within the county's boundaries). After checking my work, I called the county staff member responsible for the data submission and told them my problem.

They did some checking and reported back that three different staff members had collected the data points using three different hand-held GPS units. One unit was set to the projection and datum that had been set as the standard. Each of the other two units were set to a different projection. Once I knew the projection and datum used in the other two units, I was able to convert the data points and have the location of all the facilities.

Datum is like projection in terms of its effect on position information. What needs to be remembered with datum is that the difference between NAD-27 and NAD-83 is reported to be as much as 100 meters in the conterminous United States and more elsewhere. And, the error is not linear and can only be corrected with special programs. According to available information, the North American Datum (NAD) is the official reference ellipsoid used for the primary geodetic network in North America. Currently, in the fields of cartography and navigation there are two North American Datums in use: North American Datum of 1927 (NAD-27) and North American Datum of 1983 (NAD-83). Both are geodetic reference systems but each is based on different measurements.

The North American Datum of 1927 (NA27) is a datum based on the Clarke Ellipsoid of 1866. The North American Datum of 1983 was created to meet requirements for better accuracy and more precision. It is based on the GRS-80 ellipsoid (an ellipsoid derived from satellite geodesy) and it is an Earth-centered datum having no initial point or initial direction.

The state of the equipment is also a consideration. A low battery in a hand-held will impact the download from the satellites. In the same manner, poor connections to a fixed antenna will cause problems. The number of satellites a unit can pick up and how well the signal is being received affects the accuracy of the readings (there is a display during the starting sequence that tells the number and the reception level). And then there is the unit's settings for projection and datum to take into consideration.

Assuming I am concerned about how any (or all) of the above may impact my GPS receiver, I can check on the accuracy by using a benchmark on shore as the check point. Throughout the United States there are US Geodetic position indicators (I found one on the top of a mountain in New Mexico). I should note carefully what are the datum and projection characteristics for that marker and make sure the GPS unit is set for the same datum and projection. When the Department of Defense was using "Selective Availability" to degrade the accuracy of the satellite signals that the GPS unit depends on for its location information, the standard procedure was to place a GPS unit, attached to a laptop computer, on a known benchmark and record the signal received at regular intervals. The people doing the survey work then went about their business. When all was done the laptop was taken back to the office and the difference between the known location and the GPS reading was noted for each time interval. The correction was then applied to the data collected by the hand-held units for an "accurate" location for each position measured.

To find a benchmark nearby try the NGS Searchable Database (Nationwide). The results should provide information to find all markers within two miles of the starting point. The official National Geodetic Survey access LIRL is: http://v;ww.ngs.noaa.gov/, click on "Products and Services" under "Products," click on "datasheets" (find a survey mark), click on "Data Sheets," pick the approach (the more detailed the fewer "hits"). I used the state to county approach to get to the area I was interested in researching. One can enter a Lat/Long and get to the general area also. Frankly, this is the esoteric approach.

Going to the local planning department library (or the nearest Federal Depository Library) and looking at the appropriate topographic sheet to see where the bench marks are located is a lot easier. one can also use an approach geared for the "average Joe" by going to: http://w,ww.usps.org/localusps/d2/ stormking/skgeo.htm and doing the research.

For a very good explanation of the background the GPS, projections, satellites, and the like, read Don Launer's article "The Space-Age Sailor" in the July/August 2007 issue of Good Old Boat.

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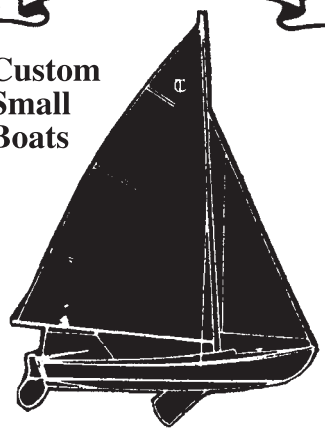

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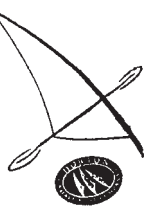

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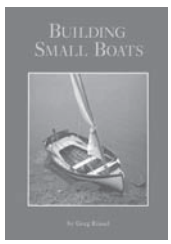

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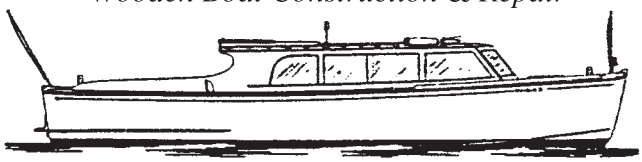

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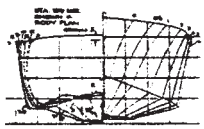

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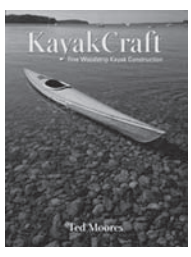

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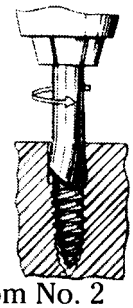

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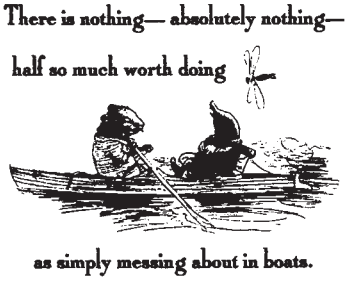

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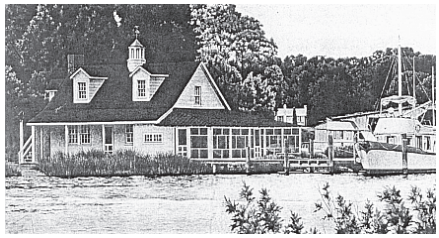

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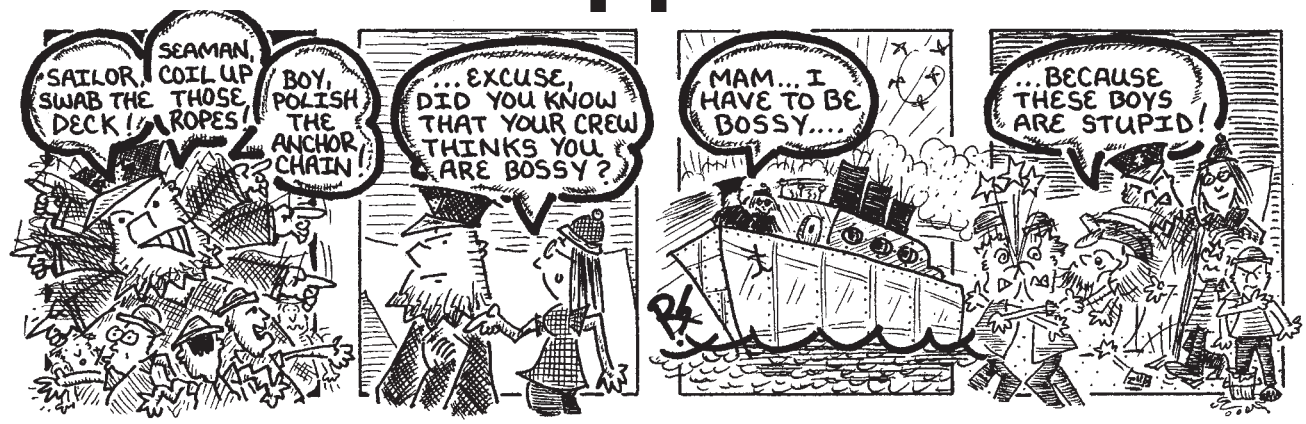

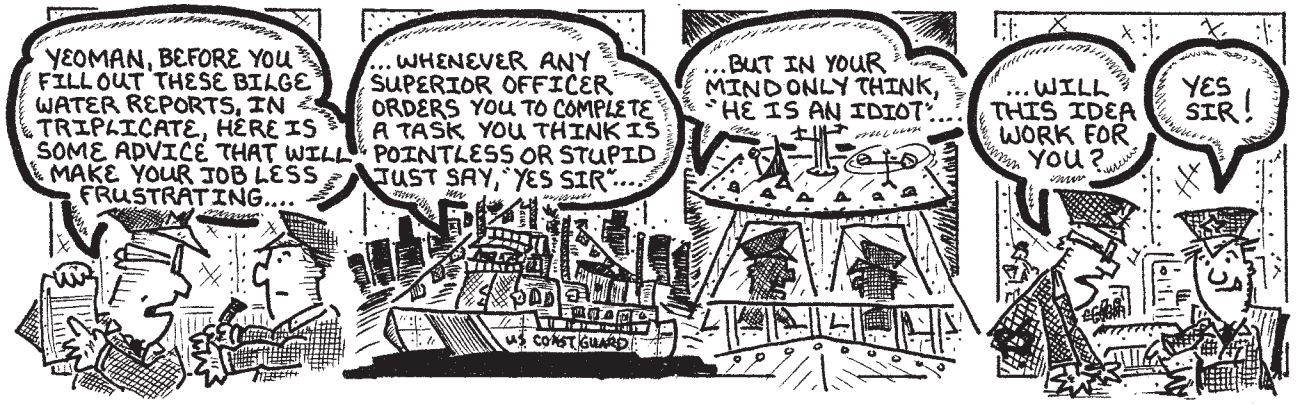

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